The Hong Kong Daily Press.

No. 5301 號一零百三千五第 日四初月十年戊甲治同 HONGKONG, THURSDAY, 12TH NOVEMBER 1874. 四年禮 號二十月一十英 港香 [PRICE $2½ PER MONTH.

Arrivals.

November 10, ASIA, Danish steamer, 880, H. P. Molsen, Bangkok 27th October, and Saigon 3rd November, General.—AHYON.

November 10, VIDAL, French bark, 709, Rondeau, Newcastle, N.S.W., 2nd October, Coals.—MELCHERS & Co.

November 11, KWANGTUNG, British str., 491, Pitman, Foochow 8th November, Amoy 9th, and Swatow 10th, General.—D. LAPRAIK & Co.

November 11, ALDEN BESSE, American bark 842, Allen Noyes, Sydney, N.S.W., 28th September, Coals and Fungus.—ARNHOLD, KARBERG & Co.

November 11, YANGTSZE, British str., 782, Corner, Canton 10th November, General.—SIEMSSEN & Co.

November 11, PENG-CHAO-HOI, Chinese gunboat, 606, Palmer, from Cheung-chow.

November 11, FRANCES & AMANDA, German bark, 350, F. Hennings, Macao 10th November, Lead and Iron.—SIEMSSEN & Co.

Departures.

November 11, GEELONG, str., for Shanghai.
November 11, PEPITA, for Iloilo,
November 11, GREAT REPUBLIC, str., for Yokohama and San Francisco.
November 11, CARNISBROOKE, str., for Saigon.
November 11, AUGUST LEFFLER, str., for Saigon.
November 11, KERCHALON, for Saigon.
November 11, SEA GULL, str., for Foochow.

Clearances.

AT THE HARBOUR MASTER'S OFFICE, NOVEMBER 11TH.

Mariner, for Melbourne.
Glenearn, str., for Shanghai.
Kerchalon, for Saigon.
August Leffler, str., for Saigon.
Louisa, for Bangkok.
Sea Gull, str., for Foochow.
Amanda, for Chefoo.
Great Republic, str., for Yokohama and San Francisco.

Passengers.

ARRIVED.

Per *Kwangtung*, str., from East Coast:—Capt. Stone, of H.M.'s 80th Regt., Messrs. Herton, Hall, Dickson, Jensen Schopper, and 4 French Missionaries, 3 Europeans deck and 138 Chinese.

Per *Asia*, str., from Bangkok, &c.:—40 Chinese.

Per *Alden Besse*, from Sydney, N.S.W.:—1 Chinese.

DEPARTED.

Per *Great Republic*, str., for Yokohama and San Francisco:—

For Yokohama—Miss H. J. Shaw and Mr. H. St. L. Magniac. For San Francisco.—Capt. J. W. Willcomb, Messrs. H. A. Schopper, G. W. Hall, and Geo. Waghorn, 4 Europeans and 481 Chinese. For New York.—Mr. Geo. N. Mitchell.

Per *August Leffler*, str., for Saigon:—120 Chinese.

TO DEPART

The following passengers proceed by the P. & O. Co.'s str. *Baroda*, to-day, at noon:—

For Singapore.—Miss C. Percival, Messrs. W. Nuttall and H. Veenstra. For Venice.—Sister Ravioli, Signora Ragnoli, Bravo, and E. Pini, Messrs. H. Symons, Thomas Hurl, James Lilley, and Thomas Scimor. For Brindisi.—Rev. Mr. and Mrs. Ellenwood, Mr. John J. Lewis, Signors Facchi, Sala, Gharadotti, Bornetti and Civetta. For Southampton.—Mrs. D. Dudgeon, five children and servant, Mrs. Hatton and two children, Commander J. B. Barnett, Staff-Comdr. W. H. Hewlett, Lieut. J. J. F. Kerr, Messrs. Sadd and servant, Jugram, and Chartera.

Per *Glenearn*, str., for Shanghai:—3 Cabin.

Per *Mariner*, for Melbourne:—2 Cabin and 17 Chinese.

Per *Kerchalon*, for Saigon:—20 Chinese.

Per *Louisa*, for Bangkok:—2 Chinese.

Reports.

The Danish steamship *Asia* reports left Singapore on 27th October, and Saigon on 3rd November. Had strong N.E. monsoon and very strong Southerly current.

The American bark *Alden Besse* reports left Sydney, N.S.W., on 28th September. First part of passage had strong Westerly winds all through the S.E. trades, strong breezes from the N.E. and East. Crossed the Equator on 18th October, in long. 166 East, through the North-east trades. Had pleasant breezes from the East to S.E. Off Formosa strong breezes from the N.E.

The British steamship *Kwangtung* reports left Foochow on 8th November, Amoy on the 9th and Swatow on the 10th. From Foochow to Swatow had fresh monsoon and fine weather; from thence to Hongkong moderate monsoon and fine weather. In Foochow, the steamships *Atalanta* and *Dragon*, ships *Harlaw* and *Taitsing*. Passed a steamer bound North on the morning of the 9th. In Amoy, the steamships *Aden*, *Hailoong*, *Formosa*, U.S. gun-vessel *Yantic*, and one Japanese man-of-war. In Swatow, the steamships *Yesso* and *Aikona*. Passed a steamer, off Breaker Point, and one off Capoli Point, both bound North.

Vessels Expected at Hongkong.

(Corrected to Date.)

Vessel's Name.	From.	Dates.
Alejandro	New York	Feb. 10
Frances	Shields	Feb. 19
Cleopatra	Penarth	April 8
Murina	Penarth	June 18
Stefano	Penarth	June 20
Lord Macaulay	Liverpool	June 23
Canton	Falmouth	June 29
Hamilton	Cardiff	June 29
Chinaman	London	July 10
Brema	New York	July 10
Fontenaye	London	July 13
Game Cock	New York	July 15
Henrietta Reha	Hamburg	July 17
Hankow (s)	London	July 27
Windhover	London	Aug. 15
Charite	Cardiff	Aug. 16
Maria	Cardiff	Aug. 16
Sorocow (s)	Newcastle	Aug. 20
Marco Polo	Cardiff	Aug. 25
Agamemnon (s)	Liverpool	Aug. 26
Sarah Nicholson	Swansea	Aug. 28
Tamesa	London	Aug. 29
Pallas	Hamburg	Sept. 2
Invincible	London	Sept. 9
Fede e Speranza	Swansea	Sept. 14
Hansa	Cardiff	Sept. 15
Bonita	Cardiff	Sept. 18
Glaucus (s)	Liverpool	Sept. 19
Varuna	Hamburg	Sept. 19
Naakin (s)	London	Sept. 20
Ocean (s)	Glasgow	Sept. 24
Life Brigade (s)	Shields	Sept. 26
Deucalion (s)	Liverpool	Sept. 29
Formosa (s)	London	Sept. 30
Ly-ee-moon	Ouzhagen	Oct. 2

Auction Sales To-day.

J. M. ARMSTRONG,
At 12 Noon,
Sundry Goods.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL.....5,000,000 of Dollars.
RESERVE FUND..... 775,000 of Dollars.

Court of Directors:—
Chairman—W. H. FORBES, Esq.
Deputy Chairman—The Hon. R. ROWETT.
Ad. André, Esq. | A. F. Heard, Esq.
R. R. Bellios, Esq. | H. Hoppius, Esq.
J. F. Cordes, Esq. | S. D. Sassoon, Esq.
Chief Manager.
Hongkong—James Greig, Esq., *Manager.*
Shanghai—Ewen Cameron, Esq.
London Bankers—London and County Bank.

HONGKONG.
INTEREST ALLOWED.
On Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months 2 per cent. per annum
6 " 4 " "
12 " 5 " "
LOCAL BILLS DISCOUNTED
Credits—granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts—granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.
JAMES GREIG, *Chief Manager.*
Offices of the Corporation,
No. 1, Queen's Road East,
Hongkong, 8th August, 1874.

THE QUEENSLAND NATIONAL BANK, LIMITED.
Incorporated under the Companies Act, 1863.
CAPITAL, £500,000.
HEAD OFFICE, BRISBANE.
DIRECTORS:
HON. F. H. HART, M.L.C., Chairman.
HON. A. B. BUCHANAN, M.L.C.
HON. THOS. M'ILWRAITH, M.L.A.
AUDITORS:
FREDERICK ORME DARWALL, Esq.
W. F. DIGBY, Esq.
GENERAL MANAGER:
E. B. DRURY.
BRANCHES:
BEENLEIGH.
CHARTERS TOWERS.
COOKTOWN.
GYMPIE.
MARYBOROUGH.
MILLCHESTER.
ROCKHAMPTON.
ROMA.
STANTHORPE.
TOOWOOMBA.
TOWNSVILLE.
AGENTS IN LONDON:
THE UNION BANK OF LONDON,
THE NATIONAL BANK OF AUSTRALASIA.
AGENTS IN NEW SOUTH WALES:
THE CITY BANK.
THE MERCANTILE BANK OF SYDNEY.
AGENTS IN VICTORIA, SOUTH AUSTRALIA, AND WESTERN AUSTRALIA.
THE NATIONAL BANK OF AUSTRALASIA.
AGENTS IN NEW ZEALAND:
THE BANK OF NEW ZEALAND.
AGENTS IN NEW YORK:
MESSRS. LAIDLAW & CO.
AGENTS IN SAN FRANCISCO:
THE BANK OF CALIFORNIA.
AGENTS IN INDIA AND THE EAST:
THE ORIENTAL BANK CORPORATION.
6m 1139] [July 21, 1874.

THE ANGLO-CALIFORNIAN BANK, (LIMITED.)
412, CAL'A ST., SAN FRANCISCO, CALIFORNIA.
London Office.....3, Angel Court.
New York Agents, J. & W. SELIGMAN & Co., 21, *Broad Street.*
AUTHORIZED
CAPITAL STOCK.....$6,000,000.
WILL receive Deposits, open Accounts, make Collections, buy and sell Exchange and Bullion, loan Money, and issue Letters of Credit available throughout the world.
FRED. F. LOW, } *Managers.*
1y 1887] IGN. STEINHART, }

NOTICE.
GABRIEL DUBOST, *Deceased.*
ALL Persons having any CLAIMS against the above Estate are requested to furnish Particulars of same to the Undersigned, on or before the *1st day of March*, 1875, after which date they will not be recognised; and all Persons indebted to the said Estate are requested to make Immediate Payment.
ED. CHASTEL,
Executor.
1m 1759 Hongkong, 24th October, 1874.

NOTICE.
In the Goods of LOUIS GUSTAVE VASSALLO, *Deceased.*
ALL Persons having any CLAIMS against the above Estate are requested to send in Particulars of the same to the Undersigned, on or before the 1st Day of February, 1875, after which date no Claims will be recognised.
And all Persons being indebted to the said Estate are requested to make Immediate Payment.
J. FAIRBAIRN,
Administrator.
1d 1777 Hongkong, 27th October, 1874.

NOTICE.
ALL Persons having CLAIMS against the Estate of the late Captain JOHN C. FINE are requested to communicate with the Undersigned; and all Persons being indebted to the said Estate are requested to make Immediate Payment to
JOHN S. LAPRAIK,
Administrator.
1772 Hongkong, 27th October, 1874.

FOOCHOW DOCK.
PAGODA ANCHORAGE.
THE above Granite-floored DOCK has lately been LENGTHENED to 400 *feet* over all, and is now capable of receiving vessels up to 330 feet on the keel. The breadth of the Dock at the bottom is 40 feet, at the top 80 feet, and the width at the entrance is 56 feet. Depth of water on the sill 13 feet at average neap, and 17 feet at average spring tides.
The Dock has a Caisson Gate, and is pumped out by steam.
A new FOUNDRY for large iron and brass castings has recently been added.
The Machine Shop contains a 12-inch Screw Cutting Gap-lathe, Small Lathes, Drilling and Screwing Machines, Steam Saw Mill, Large Smithy, &c., &.
Dry Godowns are on the premises, available for stowage of cargo, &c.
A large stock of Timber, Metal, and other Dock-yard Material always on hand.
Vessels docked for examination, remetalled, resparred, repairs also done in harbour; and iron ships and steamers cleaned and painted, at moderate charges. Particulars can be obtained at the Dock, or on application to the undersigned.
The Steam Tug *Woosung* is in thorough working order, and is available at all times to tow vessels to or from sea, at reasonable rates.
JOHN FORSTER & Co.
tf 1039 Foochow, 18th June, 1873.

PHŒNIX FIRE INSURANCE COMPANY.
THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings, or on Goods stored therein.
DOUGLAS LAPRAIK & Co.
tf 717 Hongkong, 9th November, 1869.

To be Let.

TO LET,
With Possession on the 1st December.
THE Desirable FAMILY RESIDENCE, Bonham Road West, now occupied by N. J. EDE, Esq., containing Ten Rooms, Bath-rooms, Out-houses, and Stabling, &c.
Apply to
THOMAS GREEN,
P. & O. S. N. Co.'s Office.
tf 1645 Hongkong, 7th October, 1874.

TO LET,
From 1st June next.
OFFICES in Hunt's Building, Pedder's Wharf. Apply to
LAMMERT, ATKINSON & Co.
tf 782 Hongkong, 19th May, 1874.

TO LET.
THE PREMISES situate in Queen's Road Central, known as the "CROWN AND ANCHOR TAVERN." Apply to
GILMAN & Co.
tf 834 Hongkong, 28th May, 1874

TO LET,
With immediate possession.
DWELLING HOUSES Nos. 2 and 3 in Alexandra Terrace, which have lately been thoroughly repaired, and
No. 19B, Hollywood Road; Water and Gas laid on.
For Particulars, apply to
DOUGLAS LAPRAIK & Co.
tf 563 Hongkong, 15th October, 1874.

TO LET.
THE whole, or part, of the Residence known as "THE HERMITAGE."
Apply to
T. ALGAR,
9, Hollywood Road.
tf 977 Hongkong, 23rd June, 1874.

TO LET.
THE PREMISES at present occupied by THE CHINA FIRE INSURANCE COMPANY, Queen's Road.
Apply to
G. FALCONER.
tf 1070 Hongkong, 7th July, 1874.

TO LET,
With Possession on the 1st of March.
THE Business PREMISES and Dwelling HOUSE on Queen's Road, at present in the occupation of Messrs. LAMMERT, ATKINSON & Co. Apply to
ROBT. S. WALKER & Co.
tf 41 Hongkong, 6th January, 1874.

TO LET,
With Possession on 1st September,
THE OFFICES over the HONGKONG DISPENSARY.
Apply to
A. S. WATSON & Co.
tf 1340 Hongkong, 27th August, 1874.

MINAS DE CARBON DE PIEDRA ESPERANZA Y CARIDAD, CEBU, COMPOSTELA.
ISAAC CON-UI, PROPRIETARIO.
EL que suscribe deseoso de plantear una linea Férrea desde las espresadas Minas á los depositos existentes en la playa del pueblo de Compostela cuyo trayecto es de 7 millas invita á todos los que deseen tomar la construccion de dicha linea Férrea en la forma siguiente.
Pagando en tres plazos de un año cada uno, abonando el interes que mutuamente se convenga á un tanto por cada tonelada de carbon que en los mencionados tres años se esplote de las referidas minas. Las personas que deseen efectuar este negocio se serviran dirigirme sus proposiciones ya hecho en las que anteceden ó en las que ellos judgen convenientes escritas en Idioma Castellano en el termino de 6 meses á contar desde la fecha de la publicacion.
1314 Manila 21 Octubre 1874.

G. O. ROGERS, D.D.S.,
DENTIST,
No. 7, ARBUTHNOT ROAD,
(Will be absent until about November 10th.)
tf 247 Hongkong, 5th October, 1874.

A. S. WATSON & CO.,
CHEMISTS AND DRUGGISTS
TO
H.R.H. THE DUKE OF EDINBURGH
AND
H.E. THE GOVERNOR,
BEG to announce that they have just received a Choice Assortment of PERFUMERY and TOILET REQUISITES.
tf 976 Hongkong, 19th June, 1873.

NOTICE.
NEITHER the Captain, Owners, nor Agents of the Peruvian Ship "*Emigrante*" will be responsible for any debts contracted by the Officers and Crew of the said vessel.
tf 1042 Hongkong, 2nd July, 1874.

STORAGE.
COALS received on Storage in Godowns of about 12,000 tons Capacity, at Wanchi.
T. G. LINSTEAD,
Trustee,
Messrs. R. S. WALKER & Co.'s *Estate.*
1320 Hongkong, 24th August, 1874.

ROYAL INSURANCE COMPANY.
THE Undersigned having been appointed Agents for the above Company, are prepared to GRANT INSURANCES at Current Rates.
MELCHERS & Co.,
Agents, Royal Insurance Company.
tf 1780 Hongkong, 28th October, 1874.

THE SWISS LLOYDS' TRANSPORT INSURANCE COMPANY, WINTERTHUR.
Subscribed Capital.....$1,000,000
Co-insures with French Lloyd, Paris...$1,400,000
AND WITH
French Company, Paris.....$1,000,000
$3,400,000
THE Undersigned, having been appointed Agents for the above Company, are prepared to grant Policies on Marine Risks to all parts of the World at Current Rates, allowing a Brokerage of 45 °/₀ on Risks East of Singapore, and of 20 °/₀ on all other Risks.
VOGEL, HAGEDORN & Co.,
Agents.
1043 Hongkong, 1st September, 1874.

THE SECOND COLONIAL SEA AND FIRE INSURANCE COMPANY OF BATAVIA.
THE Undersigned, having been appointed Agents in Hongkong for the above Company, call SPECIAL ATTENTION OF SHIPPERS to the low rates of premium charged for all steamer risks, besides which a Brokerage of THIRTY-THREE and ONE-THIRD PER CENT. (33⅓ °/₀) will be allowed on risks to ports in China, Japan, the Philippines, and the Straits. On risk to all other ports the Brokerage will be FIFTEEN PER CENT. (15 °/₀) only.
SIEMSSEN & Co.,
Agents.
tf 1023 Hongkong, 1st July, 1874.

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.
FROM this date, until further notice, a discount of Twenty per cent. (20 °/₀) upon the current local rate of premia will be allowed upon insurances effected with this Company.
DOUGLAS LAPRAIK & Co.,
Agents.
tf 1193 Hongkong, 27th June, 1872.

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.
THE Undersigned having been appointed AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.
MELCHERS & Co.
tf 674 Hongkong, 1st May, 1874.

Auctions.

PUBLIC AUCTION.
THE Undersigned will Sell by Public Auction,
THIS DAY,
the 12th November, 1874, at Noon, at his Sale Rooms, Queen's Road,—
Cases VERMOUTH.
" SHERRY.
EAU DE COLOGNE.
Playing CARDS.
Gilt CLOCK.
Marble CLOCKS.
American TOBACCO.
Bengal SOUP.
Shoe BRUSHES.
An Invoice of CLOTH, White FLANNEL, BUCKSKINS, &c.
Also,
An Invoice of Brass BUTTONS.
And
By order,—
Sundry EFFECTS of the late ERNST WUSTERHAUSEN,
&c., &c., &c.
TERMS OF SALE—Cash before delivery in Mexican Dollars weighed at 7.1.7.
J. M. ARMSTRONG,
Auctioneer.
1862 Hongkong, 11th November, 1874.

GENERAL WEEKLY SALE.
LANE, CRAWFORD & Co. will Sell by Public Auction, at their Sale Rooms, Queen's Road,
TO-MORROW,
the 13th November, 1874, at Noon,—
An Assortment of RIMMEL'S GOODS, comprising:—LAVENDER WATER, TOILET SOAP, Dinner CARDS, &c.
Note PAPER, ENVELOPES, REGATTA SHIRTS, ESSENCE of BEEF, Spiced SALMON, HUNTLEY & PALMER'S BISCUITS, COUNTERPANES, Table COVERS, Toilet SETS, Tea SETS, &c.
Also,
4 Bales CANVAS, Nos. 1 to 5.
30 Doz. Bassard FILES, 5 to 10 inches.
30 " Tins Smoking TOBACCO.
20 Pieces Fancy TROUSERINGS.
10 " Woollen COATINGS.
200 lbs. Bottling SEALING WAX.
50 Empty HOGSHEADS.
Also,
An Invoice of Framed MIRRORS.
24 Moluca CROOKS.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.
1813 Hongkong, 11th November, 1874.

PUBLIC AUCTION.
BASKET CARRIAGE, PONIES, &c.
LANE, CRAWFORD & Co. have received instructions to Sell by Public Auction, at their Sale Rooms, Queen's Road,
TO-MORROW,
the 13th November, 1874, at 3 o'clock P.M.,—
One BASKET CARRIAGE.
One MANILA PONY, SOUND, LIGHT MOUTH, AND GOOD MANNERS.
HARNESS to Ditto.
Two GREY CANTON PONIES, have been driven by a Lady.
TERMS OF SALE.—Cash Before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.
1872 Hongkong, 11th November, 1874.

PUBLIC AUCTION.
MESSRS. LANE, CRAWFORD & Co. have been instructed to Sell by Public Auction, on
MONDAY,
the 16th instant, at 11 A.M., at the Reserve Control Stores, Queen's Road East,—
The following Unserviceable and other GOVERNMENT STORES, viz.:—
166 PACKSADDLES with HARNESS, CACOLETS and LITTERS; 1 Large Landscape LENSE (*Jamin*, Paris) with CAMERA, &c.; 89 Wicker HELMETS with COVERS; 21 Waterproof COATS; 1 Straw Cutting MACHINE with Spare KNIVES; 15 Great and Watch COATS; 5,000 Colored Cotton HANDKERCHIEFS; 1,528 Pairs of WORSTED SOCKS; 75 Woollen JERSEYS; 8 TENTS; a number of Grey BLANKETS; 1 HANDCART; a large quantity of Calico and Flannel BAGS for Cartridges, and about 9 Barrels GUNPOWDER, no longer required for H.M.'s Service, &c., &c., &c.
Also,
Quantities of Old BRASS, COPPER, Wrought and Cast IRON (including 1 Chain CABLE); PEWTER; Cotton and Woollen RAGS; TIN, WOOD, ZINC, &c., &c., &c.
Also,
At 10.45 A.M., before the above Sale, at the Commissariat Buildings,—
A number of Empty Porter CASKS.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
C. M. MONONY,
Assistant Controller.
1852 Hongkong, 11th November, 1874.

PUBLIC AUCTION OF REAL ESTATE.
HONGKONG, SINGAPORE AND BORNEO TRADING COMPANY, LIMITED.
IN LIQUIDATION.
LAMMERT, ATKINSON & Co. have received instructions to Sell by Public Auction, *without reserve*, on
MONDAY,
16th November, 1874, at Noon, on the Premises,—
The GODOWNS, COAL SHEDS, HOUSE, OFFICES, and PIER, situate at West Point, belonging to the above-named Company.
For Further Particulars, apply to the Auctioneers.
TERMS OF SALE.—One-third of the Purchase Money to be paid on fall of the hammer, the remainder on transfer. Expenses of transfer to be borne by the Purchaser.
1831 Hongkong, 3rd November, 1874.

PUBLIC AUCTION.
WINES, SPIRITS, &c., &c.
LANE, CRAWFORD & Co. have received instructions to Sell by Public Auction, in their Sale Rooms, Queen's Road, on
MONDAY,
the 16th November, 1874, at 2 o'clock P.M.,
(To close Sundry Consignments.)—
40 Packages CHAMPAGNE, various Brands.
25 Cases Crown SHERRY.
25 " Cutler's BRANDY.
10 Cases English SODA WATER.
Samples will be on view on the Morning of Sale.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description at purchasers' risk on the fall of the hammer.
1873 Hongkong, 12th November, 1874.

PHŒNIX FIRE INSURANCE COMPANY.
FROM this date, until further notice, a discount of Twenty per cent. (20 °/₀) upon the current local rates of premia will be allowed upon insurances effected with this Company.
DOUGLAS LAPRAIK & Co.,
Agents.
tf 1192 Hongkong, 27th June, 1872.

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.
THE undersigned having been appointed Agents for the above Company, are prepared to accept *risks against Fire at current rates*, subject to a bonus of 20 per cent.
SIEMSSEN & Co.,
Agents.
tf 39 Hongkong, 16th November, 1872.

Intimations.

THOMPSON & HIND
Invite Inspection of
THEIR NEW GOODS
FOR THE
AUTUMN AND WINTER SEASON.
LADIES' DRESSES,
In "HOME SPUN" and other new Materials.
LADIES' PARIS TRIMMED HATS
AND
BONNETS.
CLOTH JACKETS AND MANTLES,
Plain and Trimmed with Fur.
RICH BLACK SILKS,
In Grograin and Duchess.
PLAID SHAWLS
AND
AUSTRIAN BLANKETS
For Chair Rugs.
THE UNIQUE BODICE AND "MARIE STUART" CORSET.
COTTON AND LINEN SHEETING,
AND
HOUSEHOLD DRAPERY.
33, *QUEEN'S ROAD*,
HONGKONG.
1767 Hongkong, 26th October, 1874.

ROYAL HOTEL,
MACAO.
THE above Establishment has been REMOVED to No. 103, Praya Grande, two doors from the former building.
This New House having formerly been the Hotel of Messrs. HOOKER and LANE, and lately the residence of BARON DO CERCAL, offers the best possible accommodation that may be desired in an establishment of this kind. The Undersigned, Proprietor of the above-named Hotel, has great pleasure in informing the Public that he has spared no pains to render his new Establishment worthy of general commendation. With the new improvement added to it, visitors will have in every accommodation required, and as a family Residence Ladies will find it both nice and comfortable; the Bath Rooms are all on the same floor as the Bed Rooms, most of which have fire places, and are situated in the quietest part of the House.
The Undersigned, in commencing to the Public the [illegible] Establishment, begs to solicit a continuance of their patronage.
L. A. DE GRAUA,
Proprietor.
Royal Hotel,
Macao, 7th November, 1874. [1851

HONGKONG AND CHINA BAKERY COMPANY, LIMITED.
(TOWN OFFICE:—ON MESSRS. LANE, CRAWFORD & Co.'S PRAYA PREMISES.)
THE GENERAL MANAGERS of the above Company beg to announce that, having secured the Services of a skilled English Pastry-cook and Baker, they are making daily, and are prepared to receive orders for, all kinds of CAKES, BISCUITS, and BREAD, Samples of which may be seen at the Office, or will be forwarded on application.

Cakes.	*Fancy Biscuits.*
POUND CAKE.	CUSTARD BISCUITS.
MADEIRA "	QUEEN'S "
SEED "	ASSORTED "
SULTANA "	GINGER "
TIFFIN "	BRANDY WAFERS.
SCOTCH SHORTBREAD.	GERMAN WAFERS.
Plain Biscuits.	
SODA BISCUITS.	BUTTER BISCUITS.
WATER "	ABERNETHY "
WINE "	RICH CHEESE "

Also,
Oatmeal Cakes; Breakfast Buns, plain and with fruits; Soda Scones; Milk Scones; Wheaten Bread; Cottage Bread; Twisted Bread, French Bread; Brown Bread; Soda Bread; Scotch Buns, &c., &c.
WEDDING and CHRISTENING CAKES made and decorated.
1m 1810 Hongkong, 2nd November, 1874.

THE HONGKONG WHARF AND GODOWNS.
(FORMERLY THE HONGKONG PIER AND GODOWN COMPANY, LIMITED.)
THE above are now OPEN and READY for BUSINESS. Advances made on Cargo. Goods covered by *Fire Insurance* under Open Policies, when required.
For Particulars, apply to
LANDSTEIN & Co.
1510 Hongkong, 23rd September, 1874.

NOTICE.
STEAMERS leaving this port requiring COAL, can obtain it from the Undersigned.
W. G. HALE & Co.,
Saigon.
tf 1561 16th September, 1873.

STEAM-FERRY.
THE Commodious Steam-launch "*KOWLOONG*" will RUN DAILY between HONGKONG and SOW-KE-WAN from 6 A.M. to 6 P.M.
Gentlemen wishing to charter her for travelling at sea, for short or long voyages, or towing any Cargo Boat, are requested to apply to
AH YON,
Kwong Hing Shop,
57, Praya West.
tf 1749 Hongkong, 23rd October, 1874.

IMPERIAL FIRE INSURANCE COMPANY.
THE Undersigned, Agents for the above Company, are prepared to grant Policies against Fire to the extent of $60,000 on any one
FIRST-CLASS RISK,
at Current Rates.
A RETURN OF TWENTY PER CENT. (20 °/₀) will be made on the premium charged on all Insurances, such RETURN being payable on the issue of the Policy.
GIBB, LIVINGSTON & Co.,
Agents,
Imperial Fire Insurance Company.
333 Hongkong, 1st March, 1874.

BATAVIA SEA AND FIRE INSURANCE COMPANY.
THE Undersigned having been appointed Agents for the above Company, are prepared to grant Insurances as follows:—
MARINE RISKS.
Policies at current rates, payable either here, in London, or at the principal ports of India, Australia, and the East.
A BROKERAGE of THIRTY-THREE and ONE-THIRD PER CENT. will be allowed on all LOCAL RISKS.
FIRE RISKS.
Policies granted on First-class Buildings to an extent of $20,000.
A DISCOUNT of TWENTY PER CENT. (20 °/₀) upon the current local rates will be allowed on all premium charged for insurance; such discount being deducted at the time of the issue of policy.
RUSSELL & Co.,
Agents.
1y 1 Hongkong, 1st January, 1874.

NOTICE.
THE QUEEN INSURANCE COMPANY.
THE following rates will be charged in future for SHORT PERIOD Insurances, viz:—
Not exceeding 10 days, ¼ of the annual rate.
Not exceeding 1 month, ⅓ do. do.
Above 1 month and not exceeding 3 months... ½ do. do.
Above 3 months and not exceeding 6 months... ⅔ do. do.
EDWARD NORTON & Co.,
Agents the Queen Insurance Company.
tf 242 Hongkong, 22nd January, 1870.

Intimations.

FOR SALE.
ONE 4-Wheeled American CARRIAGE, with India-rubber Springs.
Two Chestnut Carriage HORSES.
One Set Double HARNESS for Ditto, Silver-plated. Apply to
LANE, CRAWFORD & Co.
14d 1871 Hongkong, 12th November, 1874.

In the Goods of MANOEL DA SILVA, *Deceased.*
ALL Persons having any CLAIM against the above Estate are requested to send in Particulars of their Claim to the Undersigned before the 1st day of February, 1875, after which date no Claim will be recognised.
And all Persons being indebted are requested to make Payment without delay.
Dated this 12th day of November, 1874.
A. A. BOTELHO,
M. A. D'AZEVEDO,
Executors.
1m 1876

NOTICE.
MR. JOHN GRATTON CASS is authorised to [illegible] per procuration.
ELLIS & Co.
[illegible] November, 1874.

NOTICE.
[illegible] CONTRACT for the [illegible] MATSHED THEATRE [illegible] are requested to call on [illegible] VANEK, at the HONGKONG HOTEL.
1887 [illegible] 10th November, 1874.

NOTICE.
THE Undersigned will in future be able only to receive Patients for consultation at the HONGKONG DISPENSARY, from Mid-day to 2 P.M., instead of, as heretofore, to 3 P.M.
FRANCISCO DA SILVA MAGALHAES,
M.D.
1m 1858 Hongkong, 10th November, 1874.

ESTABLISHED IN 1820.
C. LAZARUS AND CO.,
Incorporated with Shearwood and Co.,
BILLIARD TABLE MANUFACTURERS, AND GENERAL FURNISHING CONTRACTORS,
BY APPOINTMENT TO
HIS EXCELLENCY THE VICEROY,
AND
H.R.H. THE DUKE OF EDINBURGH,
55, 59, 60, & 61, *Bonham Street,*
CALCUTTA.
BILLIARD TABLES.
C. LAZARUS & Co.'s Billiard Tables are now the only ones appreciated in India, as a long and steady experience, extending over 50 years has proved them to be the best and most suitable for the climate.
C. L. & Co. have received a large number of very flattering testimonials from all parts of India, China, Burmah, Ceylon, Manila, Java, Straits, and Persia, testifying to the superior make and quality of their Billiard Tables, and while thanking their Friends and Patrons in China for the liberal support so long extended to their firm, would, in soliciting further patronage, beg to mention the following facts which have conduced to the success their efforts have hitherto met with.
Every table is made of *well-seasoned, well-seasoned and not veneered.*
The Cushions are constructed on an entirely new principle, introduced by C. L. and Co., and unlike that adopted by English makers, and are much more durable and lively than English-made cushions.
No table leaves C. L. and Co.'s premises until it has been standing ready finished for over 12 months, in order to ensure perfectly seasoned material.
Every article of furniture, also, that leaves C. LAZARUS and Co.'s Establishment, is guaranteed of Solid and Seasoned Wood.
C. L. & Co. have always ready a large stock of new Cushions on their peculiar principle, and which can be supplied for any table, the accurate length and breadth of the slate bed only being required.
C. L. and Co. have always in hand a large stock of Billiard, Pool and Pyramid Balls, Cues, Tips, Chalks, Cloth, and every requisite for the Billiard Table.
Old Cushions renewed on C. LAZARUS & Co.'s peculiar principle, thereby making an old table as good as new.
BILLIARD LAMPS.
Six and Eight Light Lamps for Oil, or Kerosine, the latter with burners on the duplex principle, giving a light equal to twelve ordinary lamps.
Eighteen light ring burner Gas Pendants, with rod to suspend over table.
C. LAZARUS AND CO. have been appointed Sole Agents in India and the East for
THE NEW PATENT
ELECTRIC BILLIARD MARKER,
by means of which the score can be marked from the cushion of the table.
Price Lists, Catalogues, and all information may be obtained from
LANE, CRAWFORD AND CO.,
who have consented to act as
C. LAZARUS & CO.'S AGENTS
IN
HONGKONG, SHANGHAI, AND JAPAN,
and by whom
ALL ORDERS WILL BE RECEIVED
and forwarded to Calcutta by the EARLIEST opportunity. [1465

JOHN SKINKER, SAN FRANCISCO, CALIFORNIA.
Sole Agent on the Pacific Coast for Winchester Repeating Arms and Ammunition; Du Pont's Blasting and Sporting Powder; Lake Superior and Pacific Fuse Company's Safety Fuse. [1y 925 June 15

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & B. TENNENT, Glasgow, and Messrs. DAVID COSSAR & SONS, Arbroath.
ARNHOLD, KARBERG & Co.
tf 419 Hongkong, January, 1867.

COMPAGNIE DES MESSAGERIES MARITIMES.
NOTICE TO CONSIGNEES.
CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the undersigned for countersignature, and take immediate delivery; this Cargo has been landed and stored at their risk and expense.
No fire insurance has been effected.
C. BERTRAND,
Principal Agent.
Ex "Donnai," 2nd July, 1874.
FD, 1/35: ... ... 35 cases Beer.
Ex "Iraouaddy," 7th October, 1874.
HB } ... 1 case Merchandise; Consignees
HSK&Co } R. S. Walker & Co.
Ex S. S. "Hoogly," 20th October, 1874.
P&J, No. 99, ... 1 pkg. Merchandise.
Mr. Pontaynac, No. 6397 } ... 2 cases Mineral Water.
Hongkong, 27th October, 1874.

Intimations.

ST. ANDREW'S HALL.
MR. IBURG'S GRAND VOCAL AND INSTRUMENTAL CONCERT
WILL TAKE PLACE ON
THURSDAY EVENING,
the 19th of November, 1874.
NOTICE.—MM. Subscribers are kindly requested to take their Tickets and reserve their Seats from THURSDAY, the 12th, until MONDAY, the 16th, at Messrs. LANE, CRAWFORD & Co.'s. After the latter date the Plan will be open for non-Subscribers.
1878 Hongkong, 12th November, 1874.

FOR SWATOW AND SHANGHAI.
THE Steamship
"YANGTSZE,"
A. Corner, Master, will be despatched for the above Ports TO-DAY, the 12th inst., at 4 P.M.
For Freight or Passage, apply to
SIEMSSEN & Co.
2d 1865 Hongkong, 11th November, 1874.

FOR YOKOHAMA.
THE Steamship
"REGALIA,"
Captain Harrison, will leave here for the above Port TO-DAY, the 12th instant, at 4 P.M.
For Freight or Passage, apply to
AH YON,
Kwong Hing Shop,
57, Praya West.
2d 1866 Hongkong, 11th November, 1874.

FOR MANILA.
THE Steamship
"HAI-LOONG,"
Captain Abbott, will

Notices of Firms.

THE Undersigned has been appointed AGENT at this Port for Messrs. HENRY S. KING & Co., of London:

OFFICE—*No. 3, Stanley Street.*

W. H. NOTLEY.

tf 1765 Hongkong, 24th October, 1874.

NOTICE.

MR. ALFRED THOMAS MANGER has this day been admitted a Partner in our Firm.

DOUGLAS LAPRAIK & Co.

1829 Hongkong, 2nd November, 1874.

NOTICE.

THE Interest and Responsibility of Mr. THOMAS PICKERING DROWN, in our Firm, ceased on the 10th November, 1873.

E. VINCENT & Co.

Swatow, China, 10th October, 1874.

MR. COLIN CAMPBELL WILLIAMS is this day admitted a Partner in our Firm.

E. VINCENT & Co.

Swatow, China, 10th October, 1874. [tf 1669

NOTICE.

I HAVE Established myself at this Port as Merchant and Commission Agent.

A. MACG. HEATON.

tf 491 Hongkong, 31st March, 1874.

NOTICE.

I HAVE this day Established myself at this Port as a WINE and SPIRIT MERCHANT and GENERAL COMMISSION AGENT.

OFFICE:—*No. 50, Queen's Road Central.*

ED. CHASTEL.

3m 1812 Hongkong, 1st November, 1874.

NOTICE.

THE Undersigned hereby begs to notify for general information that there is no Partnership whatever in the Photographic business carried on under the Style or Firm of AFONG, the Undersigned being the Sole Proprietor.

Mr. M. NOGUEIRA MENDES is authorized to sign my name per procuration.

AFONG,
Photographer.

tf 1839 Hongkong, 4th November, 1874.

HONGKONG ICE COMPANY.

THE Undersigned beg to intimate that their DEPOT at No. 17, QUEEN'S ROAD, HONGKONG HOTEL BUILDINGS, was OPENED ON THE 16TH SEPTEMBER, with a Stock of CLEAR SOLID BLOCK ICE made from PURE FILTERED WATER, without the use of Ether, Ammonia, or any kind of Chemicals whatever; and are prepared to execute Orders for any quantity at

TWO CENTS PER POUND.

SPECIAL AGREEMENTS made with Steamship Owners or Agents.

The DEPOT will be opened from 5 A.M. till 6 P.M., and ICE can be had at the WORKS at EAST POINT any time during day or night.

Order Books can be obtained either at the DEPOT or at the WORKS.

KYLE & BAIN,
Proprietors.

1455 Hongkong, 17th September, 1874.

The Daily Press.

HONGKONG, NOVEMBER 12TH, 1874.

THE final result of the negotiations at Peking with reference to the difference between China and Japan will scarcely add very greatly to Chinese *prestige*, but, on the other hand, when the whole of the facts are taken into consideration, it can hardly be held that the event is in reality any national humiliation. It has been the habit of late, in opposition to all past experience, to look upon China as in some sense a warlike nation. The preparations which have been made at the Arsenals have been talked of as of great importance, and it was imagined that the time had come when she would give up her temporising traditions and recognise armament and war as a national necessity. She seems, however, only to get as far as the one, and to be as disinclined as ever for the other. On the first appearance of a likelihood of an outbreak between her and Japan, there was scarcely a limit to the declarations which were made of the warlike intentions of China and the injury which would result to Japan if she came into contact with such a foe. These rumours, there can be little doubt, originated with the Chinese officials and their foreign supporters, and were probably set afloat, according to traditional Chinese policy, chiefly with a view of scaring the Japanese into a more speedy and satisfactory settlement of the difficulty, and, although preparations were made for the worst, it is probable that the Chinese had little idea of going to war unless absolutely forced into doing so.

The notion of the warlike intentions of China was, after all, but froth, and to those who were acquainted with the true state of affairs in the Celestial Empire, among whom certainly the Japanese did not rank last, China was known as a weak and decentralised nation, little likely to enter upon any war, and less likely to carry one in which any serious opposition was offered, to a successful issue. This was what those whose opinions were worth listening to thought before the event, and it is what they continue to think after it. No doubt, some at home, misled by the statements of a few who have had a species of hydrophobia on the subject of Chinese armaments, will be enlightened to some extent as to the erroneousness of their views; but foreign Ministers and others, able to estimate the facts, will have much the same opinion of China as they held before. In this sense it cannot be said that any great amount of prestige is lost; and the only real ground that the Chinese officials may have for regret is that the exaggerated statements as to her warlike intentions went so far as to contrast rather strongly with the ultimate result of the affair.

In reality, the cause of dispute was never so grave as was represented, as it is clear that the Japanese had a grievance, and it was nothing new for China to tell a nation so situated to seek redress herself from the immediate offenders. The same thing has happened before in disputes with foreign nations, and in fact it has occurred so often as to attract little or no attention in their cases. The real point of disagreement between China and Japan seems to have been the latter demanding to be paid an indemnity; but it can hardly be held that the demand was very unreasonable, as the Japanese had performed what was admitted to be a duty of China, and had expended a large sum of money in doing so. The question, coming down in reality to so small a matter, it was scarcely likely that some common ground could not be found; and in a matter in which, on the whole, they had so bad a case, it is hardly surprising that the Chinese should have come to the reasonable conclusion that discretion would be the better part of valour.

The Legislative Council will meet on Friday, the 13th instant, at 2.30 p.m.

The *Deucalion* left Singapore on the afternoon of the 9th, and the *Agamemnon* was to leave on 12th inst., for this port.

It will be observed that Mr. Iburg's Concert is fixed for the 19th inst., and subscribers are requested to choose their seats at Messrs. Lane, Crawford & Co.'s, between Thursday, the 12th, and Monday, the 16th inst., after which the plan will be open for non-subscribers.

With reference to a paragraph which recently appeared, to the effect that the Rev. Mr. Roach, of the London Missionary Society, had accepted the charge of Shameen Church pending the appointment of a successor to the Venble. Archdeacon Gray, we are requested by the Honorary Secretary to the Canton Church Society, to state that the Rev. Mr. Roach has "only consented to perform the temporary duty on the departure of the Archdeacon on a year's leave of absence, until the trustees can meet with a gentleman who will act as *locum-tenens* until the Archdeacon returns."

LATE TELEGRAMS.

REUTER'S TELEGRAMS.

SUPPLIED TO THE "DAILY PRESS."

LONDON, 8th November, 1874.

The Ironclad *Audacious*, with Admiral Ryder on board, has sailed.

A pamphlet by Mr. Gladstone, entitled "Political Expostulation," has been addressed to English Roman Catholics, and challenges them, in justice to themselves and the country, to demonstrate how Papal obedience can be reconciled to Civil allegiance.

FRANCE.

The French have ordered the Spaniards to quit the frontier.

SPAIN.

The Carlists are bombarding Irun.

AMERICA.

The result of the elections for the next Senate are 40 Republicans, 33 Democrats; in the House of Representatives there are 111 Republicans and 181 Democrats.

THE AMERICAN COTTON CROP.

The Crop of Cotton is estimated by the Agricultural Bureau at 3,000,000 bales, if closing season unfavourable; if remarkably favourable, there will be 3,500,000 bales.

Hongkong, 10th November, 1874.

LONDON, 9th November, 1874.

A letter from Archbishop Manning, answering Mr. Gladstone, affirms the Vatican decrees unaffected by the Civil Allegiance of Catholics, which was pure, true and loyal as any subjects of the Empire. The Civil Allegiance of every Christian is limited by conscience.

SPAIN.

It is officially reported that Don Carlos, with his staff, has arrived at Hendaye.

Hongkong, 11th November, 1874.

POLICE INTELLIGENCE.

November 11th.

BEFORE JAMES RUSSELL, ESQ.

DAMAGING HYDRANTS.

Chinese Constable 299 charged a coolie named Chun Achoi, under Section 42 Ordinance 8 of 1865, in that he let the water at an hydrant run to waste by means of a stone placed under the bulk further with damaging the hydrant through the stone falling inside in an attempt to hide the act from the police. The defendant was fined $1.

Chinese constable 198 charged Cheong Pak Sing another coolie with committing a similar offence at another hydrant, and he was also fined $1.

SUSPICIOUS CHARACTER.

P. C. No. 34 charged Chun San Hing, coolie, as a suspicious character, having found him on Tuesday evening secreted in a godown at West Point, under some bags.

Defendant, who said he came in from Stanley to see his brother and took shelter because he arrived without finding him, was remanded till the 13th instant.

FRIENDSHIP.

Wong A Shing, a one-armed Chinese, whose features are well known in this Colony as a persistant beggar, and in the Goal as a constant visitor there through his dishonesty, was charged by Kwong a Kee, a boiler maker and brother tradesman, with robbing him of three jackets, two pairs of trousers and one handkerchief, valued at $25. The complainant said he was employed by Mr. Inglis, but lived at West Point. The defendant was a frequent visitor to his house. On his return from work he missed his cloth jackets and silk trousers and his cook, Sui a Chun, told him that the defendant took them away in a bundle. He came back impudently and denied taking anything away. He told him to deliver up the tickets, if he had pawned them, and he promised to do so, but finding he did not, he gave him into custody.

The defendant denied the charge, said he was accused, tied up and tortured to confess. Being let loose he went and reported the matter at the station, when a district watchman, who had followed him, charged him, and he was detained.

Mr. Alfred Grey, the warden of the gaol, identified the defendant as having been in gaol on several occasions. One case was on the 25th May, 1871, he having used a chopper on a man who accused him of always taking something every time he visited him, and was sent to six months' hard labour. He was again convicted of larceny on the 11th November, 1873, and sent to one month's hard labour.

The case was then remanded in order to hunt up the pawnshops with a view of finding the clothes. The defendant said he lost his arm at the Aberdeen Docks, some years ago. He had been honestly employed since leaving the gaol.

STEALING CINNAMON.

Tai Asbing, a cinnamon dealer, residing in a upper floor in Hillier Street, charged a man named Wong Asam with stealing from him four pieces of cinnamon bark, valued $3.50.

Complainant said defendant and another came to his residence and said they wanted to buy cinnamon. A quantity was placed before them. One of the men looked and went away, leaving the defendant. He turned round to get more, and coming back he missed some of the cinnamon. He accused the defendant of taking some and he denied it. He lifted up the defendant's jacket and found four pieces of cinnamon on him.

Sam Ating corroborated the evidence of complainant.

Defendant, who denied the charge, was sent to two months' hard labour.

ASSAULT.

Alexander Wright, second engineer on board the steamship *Hindostan*, was fined $5 for assaulting Rumjan Kam, a fireman on board and ordered to enter into a rule of bail to keep the peace towards him. The defendant said he was provoked to do so, as when he told the complaint he would thump him if he did not do his work, he returned back an answer that he would return the thump.

SUSPICIOUS CHARACTER.

The remanded case in which Wong Afook was charged with being a suspicious character, having been found concealed in the P. & O. Co.'s godown in Sutherland street, came on again, and there being no further evidence, the defendant was sent to one month's hard labour, and ordered to find security in one householder for $25 for three months.

A STRANGE CASE.

A Chinese named Wong Aken was charged by Pow Sing Cheong, an opium trader, with attempting to steal a box containing property valued $40.

Complainant said he was a licensee to the opium farmer, and was opium trading master of the Seng Woh shops in Cochrane street.

At this stage Mr. Brereton appeared for the defendant, and said he had been instructed by the opium farmer to defend him. He at first took it to be an ordinary opium case when he wrote to his Worship for an adjournment, but he had since learned that the case was more, and he had evidence to prove this.

Witness, resuming evidence, said his private house was in Wellington-street, back of the Hongkong Club. At 6 p.m., he instructed his maid servant to carry the box produced to Cochrane-street. She proceeded, going along the Queen's Road, and he followed behind. When in front of the Oriental Bank the defendant came up and asked the women what the box contained. The defendant seized the box and ran down Webster's Bazaar with it. On his calling the police, the defendant called out to some one "come here, here is the box, open it and see." He saw that one of the opium farmer's people came up. He again called the police and one came and took the defendant into custody, consequently they were prevented from opening the box. The defendant was taken to the station and the box was taken up also. He opened the box for the police. It contained clothes and a flower vase. It was locked up. He kept the key and the police kept the box. He did not know the defendant as an opium farmer's detective. He understood, him to be a robber, and for this reason he gave him into custody. He was sending the clothes on to his brother, who was going to get married, and he was going on afterwards.

In answer to Mr. Brereton, witness said he did not see any other person with the defendant, nor did he see the defendant follow him from Wellington Street. On the 8th instant, a man named Lee Asee did come to his shop and buy four mace weight of opium, and left $25 with him in his care, for which he gave a receipt, as he had no change to give him. The man did ask him to let him have 325 taels weight of prepared opium for exportation, but he did not promise that he would. He looked on the man suspiciously, deeming him one who intended to do him harm. He find the $25 now. He did not see Lee Asee with the defendant at the seizure of the box, but he saw him come up in Webster's Bazaar. He did not see the detectives standing at the corner of Webster's Bazaar till after the constable came up at his call and arrested the defendant; in fact they came almost immediately. He entered the four mace of silver in his books, but he did not enter the balance of the $25 in his books. It was not customary to enter money received in this way in the books. There was no policeman near when he called out. The seizure took place in the Queen's Road, and the defendant ran right down Webster's Bazaar to the water side, and he called out all the time "stop thief." The defendant sometimes walked fast and sometimes ran. On getting up to him he seized him, called "police," and one came from the water. The defendant did not mention anything about opium at all when he seized the box, but called out as he was going along "come, let us see what is in the box." He was afraid to keep close to the defendant as he did not know who he was calling, but seeing a policeman at the end of the Bazaar he seized him and called the constable, who came.

Chow Ayee, female servant to the last witness, said she was carrying the box along the Queen's Road, and when abreast of the Chartered Bank, the defendant seized the box and ran down Webster's Bazaar. She called out "save life, robber, thief, &c." The complainant seized the defendant at the bottom of Webster's Bazaar. The defendant never mentioned anything to her about opium. Her master walked behind her previous to the seizure, she being told to walk in front. Her master did not walk beside the defendant, and talk, but ran after him, calling out "cheong yee" (robbery). She saw her master run and seize the defendant, and when the police came up, she did not hear any mention of opium.

Sikh constable 236 deposed to being on duty, and hearing the cry of "police" and looking up Webster's Bazaar he saw the defendant had hold of one handle of the box, and the woman had the other handle, and they were each endeavouring to drag the box from the other. The complainant was also present.

Lee a See said he was a servant on board the P. M. Steamship *Great Republic*. He made a bargain with the complainant for opium to the amount of $239. He left a deposit, and the opium was to be ready by the 10th instant. He went on the 10th instant in the forenoon, and he found the balance of the money he had with him was short $5, and he would not trust him. He again went last night, and the defendant said the opium was at his family house. He went with him to the house and defendant was with him. The complainant said he would send the opium on by the woman, and he would go on board with him to get the money. The woman took the box, and himself, the defendant, and the complainant walked together, and the woman behind. On arriving at the Praya end of Webster's Bazaar they met an opium detective, and the defendant said to the complainant that he wanted to open the box to see if there was opium in it. The complainant then called out "police." This witness's evidence was so conflicting that his Worship told him to stand down, as he did not believe him.

After other evidence of a subordinate character, his Worship treated the case as one of assault, and fined the defendant $50, or in default three months' hard labour.

FOOCHOW.

(*Foochow Herald, November 6th.*)

We learn that Mr. Charles Carroll will shortly resume his duties as Vice-Consul at Pagoda Anchorage.

It is rumoured that the Provincial Government have succeeded in raising a loan of about two millions of dollars through one of the local Banks.

Mr. Harwood—formerly a gunner in H.B.M.'s service—has arrived from England, and has taken up his appointment as gunnery instructor in the Arsenal Fleet.

We understand that the appointment of Captain Tracey, R.N.—as Naval Instructor to the Provincial forces—is in abeyance, pending the approval of Mr. Wade.

The Tartar troops were reviewed on Monday last by the General in command. Several foreigners, and the usual concourse of the great unwashed, were on the ground, and viewed the manœuvres—which were of a semi-theatrical character—with apparent interest. The Bow and Arrow men were positively alarming and the feats of horsemanship were perfectly astounding.

COMMERCIAL INTELLIGENCE.

NOVEMBER 11TH, EVENING.

Patna, $602½ to $605, firm; Benares, $562½ to $565, sellers week; Malwa old $560, on credit; Malwa new $660, on credit. Sales amount to about 50 chests.

EXCHANGE.

ON LONDON.—	
Bank Bills, on demand, ...	4/ ⅛
Bank Bills, at 30 days' sight,	4/1⅛
Bank Bills, at 6 months' sight,	4/2½
Credits, at 6 months' sight.....	4/2½
Documentary Bills, at 6 months' sight	4/3
ON BOMBAY.—Bank, on demand	222½
ON CALCUTTA.—Bank, on demand	223½
ON SHANGHAI.—	
Bank, sight	72
Private, 30 days' sight	73½

SHARES.

Hongkong and Shanghai Bank Shares.—4 per cent. premium.

Union Insurance Society of Canton, new shares—$80 per share, premium.

China Traders' Insurance Company's Shares—$1,600 per share.

China and Japan Marine Insurance—Tls. 82 per share.

Chinese Insurance Company.—$190 per share.

Hongkong Fire Insurance Company's Shares—$527½ per share.

China Fire Insurance Company's Shares—$136 per share.

Victoria Fire Insurance Company's Shares—$128 per share.

Hongkong and Whampoa Dock Company's Shares—47 per cent. discount.

Hongkong, Canton and Macao Steamboat Co.'s Shares—7 per cent. premium.

Shanghai Steam Navigation Company—Tls. 50 per share.

Hongkong Gas Company's Shares—$75 per share.

Hongkong Hotel Company's Shares—$50 per cent. discount.

Indo-Chinese Sugar Company—$94 per cent. discount.

SALES ON NOVEMBER 11TH, 1874.

As reported by Chinese.

American Flour, 50 lbs., 1,000 bags, at $1.22, by Wing-cheung-kut to travelling trader.

Black Dates, 30 bags, at Tls. 2.5.0.0, by Chun-foong to travelling trader.

Cuttlefish, 15 bags, at $21.00, by Chun-foong to travelling trader.

White Sugar, 500 bags, at $6.35, by Kwong-wing-shing to travelling trader.

Gum Olibanum, 5 cases, $4.20, by Kwong-wing-shing to travelling trader.

Dried Lily Flowers, 10 bags, at $12.20, by Kwong-wing-shing to travelling trader.

Bêche de mers, 6 packages, at $15.00, by Kwong-sang-tai to travelling trader.

Red Dates, 50 piculs, at 1.48, by Kwong-sang-tai to travelling trader.

THE WAR IN FORMOSA.

(*From our own Correspondent.*)

TAKOW, Oct. 13th.

The wonderful immunity from fever and ague enjoyed by the Japanese at Langkiaou, during the greater part of the summer, has now entirely ceased. For the last month or more the number of fever cases has been very large. At present there are between six and seven hundred men sick, and about ten deaths occur every day. Those who succumb to the fever die usually about the tenth day after the commencement of the attack. Considerable reinforcements have been sent from Japan, but it is not known for certain whether the strength of the force has been augmented, or whether the new arrivals are merely sufficient to supply the gaps made by those who have died or have been sent home. It is thought, however, that there has been some increase in the number of men. A body of five hundred soldiers embarked here for Kelung last week. They did not belong to the troops lately arrived, but to a regiment from the Province of Hoo-pei, which had been quartered in the island for some time, before the commencement of the Japanese expedition. A road is being made through the mountains from this neighbourhood to Pe-lam, a large village or collection of villages, situated in a fertile plain on the East Coast, and inhabited by a friendly tribe of savages. There has long been a trade in junks between Takow and Pe-lam, the development of which has been hindered chiefly by the want of a harbour at the latter place; and savages have occasionally been brought thence to Takow for the sake of being treated in the foreign hospital. The road-makers have been somewhat harassed by the savages through whose district the road has to pass, but the opposition has not been sufficiently serious to put a stop to the work. If it ever be completed it will be a wonderful step towards the opening up and pacification of the Southern part of the island. A large fort has been commenced at Anping, which is intended to protect the sea approach to Taiwanfoo. It is to be armed with seven 20-ton guns from England, and garrisoned with fifteen hundred men. The construction is being superintended by a foreigner; but the work proceeds so slowly that there seems every probability of the war being fought and of peace being declared, before the fort will be ready for its guns, which are already arrived in Hongkong.

October 27th.

A new body of troops has been long expected here, but does not arrive. The Chinese authorities at Taiwanfoo are now displaying so little energy in their preparations for war, that it is evident that they expect a peaceful solution of the difficulty. Several steamers have been at Langkiaou in the last few days taking away soldiers and landing others.

NEWS FOR THE ENGLISH MAIL.

JAPAN AND CHINA.

Whether doubts may exist upon other points or not, there is no question with regard to one very important fact in connection with the renowned war between Japan and China, and that is that neither nation is prepared for a conflict of the kind. The Chinese lack munitions and reliable men; the Japanese lack sufficient funds. Great as has been the talk about the preparation which China has been making there, is little doubt that on being called upon to face the contingency of war, the authorities have discovered that they have little upon which they can rely. The negotiations have probably, as has been surmised, been delayed with the object of obtaining time to mature preparations, but the efforts that have been made are not such as can inspire confidence, even among the most sanguine. The chief difficulty, we understand, exists not in regard to obtaining munitions, but in obtaining men who can by any possibility be looked upon as reliable soldiers. We hear that the majority of the men who were brought down from the north were the veriest scum of the provinces, and bore no appearance whatever of drilled or disciplined soldiers. Probably the authorities seized the opportunity of getting rid of a large number of the unruly scoundrels who always cause them so much trouble. The light in which the native officials regard the men may be surmised from the edict recently promulgated at Foochow with regard to the Naval and Military Forces of Fukien. The punishments threatened and the crimes anticipated point clearly to the conviction that the men will prove of the most turbulent, disorderly and undisciplined character. Upon such forces little or no reliance can be placed, and with the utter want of discipline which is likely to characterise them, the best warlike appliances will probably be of little or no use. The fact is the Chinese are not a fighting people, and, unless led by Europeans, Chinese troops will seldom offer a bold front to an enemy. This is China's weak point, and the likelihood is that the officials at Peking are only too well aware of the fact and have too strong ground to feel that they can rely but little upon the patriotism of a people who have for centuries been so badly governed as the Chinese.

The Japanese, on the other hand, can find soldiers who, there is every reason to believe, would be quite ready to face an enemy such as the Chinese, and they are tolerably well supplied with warlike munitions; but unfortunately they are grievously straightened for funds. They have got through two loans, and though they might raise a third, this is doubtful, and unless they can do so the carrying on of the war must be difficult if not impossible. The cost of transporting sufficient troops to do any effective work in China must be enormous, and in addition to this heavy expenses have to be incurred for supplies and other matters. Before Japan can be prepared to go to war, she must see her way through this difficulty, and at present the money problem is far from being solved. If, however, the Japanese could get over this obstacle, by obtaining another loan or by other extraordinary means, the probabilities are, they would prove much more than a match for the Chinese. If, for example, they landed an army of ten or twenty thousand men in any part of China, the likelihood is they would find it an easy matter to force their way to Peking. Once on shore, they would find means easily enough of supporting the troops, and as to the opposition they would have to meet, they would in all probability be able to make easy head against it. Not long ago an account was given by a foreigner on the spot of what was reported as very heroic Chinese fighting in Kweichow—and it consisted of the old plan of the commander going behind his troops and driving them on to the enemy. These troops were said to be "disciplined" and if this is what the "disciplined" are, an idea may easily be formed as to what the undisciplined are likely to prove.

China may well hesitate before she declares war with such a foe as Japan; and if well advised would pay up the indemnity demanded, and get quit of a difficulty with which she will find it hard to cope. The presence of a foreign foe on Chinese soil and the heavy taxes which would be placed upon the people to carry on the war, would be very likely again to lead to rebellion, and the Imperial Government would find it a difficult task to cope with the troubles which would arise. The latest news is no doubt warlike; but it is to be borne in mind that the departure of the Ambassador may not have the same significance as between two Eastern nations, as it would have in Europe; and we may find the negotiations finally resumed. The habit of standing out to the last and then unreservedly giving in is so well known to be part of the Chinese character that there is hope of a renewal of relations long after it would have to be given up in regard to a dispute between foreign nations; and seeing what difficulties both nations must have to face in respect to a war at the present time, there is still room to consider a settlement of the matter not beyond the range of possibility.

SQUEEZING IN HONGKONG.

In the short comments upon the blockade question, which we extracted yesterday from a northern paper, the Shanghai *Courier*, the most important point in connection with the whole question is made with an amount of precision which contrasts markedly with the peculiarly muddled views, which the authorities here—that is to say the present authorities—entertain on the subject. There may be a great deal of ingenious argument to be brought forward with reference to what the Chinese are or are not entitled to do in their own waters; and a vast amount of erudition may be expended in drawing analogies between the levy of duties on vessels in Chinese waters and somewhat similar practices of other nations in other waters—but there can scarcely be any argument in favour of the Chinese levying duties in Her Majesty's Colony of Hongkong. This Colony has been distinctly declared by proclamation, specially addressed to the Chinese traders, to be free; it is recognised that no impediments in the form of duties can be put upon the trade, and as a matter of fact, so far as the recognised authorities are concerned, no duty whatever is levied upon commerce. Under such circumstances, it becomes a somewhat startling fact that there should be taxes raised by the agents of another government actually in our midst. Although Sir RICHARD MACDONNELL did not hesitate to hold such proceedings as illegal, and as an invasion of the independence of the Colony, more lenient views have prevailed since, and we believe that arguments have been found even to support this practice. It is argued that the tax which is levied is legitimately payable by the vessel on arriving at her destination, and that its being raised in Hongkong is purely a matter for the convenience of the traders, and does not amount therefore to levying a tax, but only prepaying one which would otherwise have to be provided for elsewhere in a less convenient way. This is no doubt an ingenious reply, but unfortunately for its force, the Chinese traders do not seem to appreciate the immense advantage which is thus conferred upon them, and would most certainly prefer to be without the necessity of obtaining duty receipts in Hongkong for the goods which they ship. But it is clear that if such an explanation as this is to be entertained at all we ought to know with perfect accuracy what the amounts and nature of this duty are—and upon both these points we possess only the vaguest information. The moment enquiry is instituted into these points, the case made for the Chinese, however plausible it may appear at first blush, becomes weakened, and we believe that if investigation were pushed in this direction, it would be discovered that even admitting the general principle (which for many obvious reasons is open to grave question) the statement made would be found to be wrong in material points. The most important point, if our information is correct, is that the so-called duty is not any part of the regular and recognised revenue of China, but is levied under certain regulations between the Canton local authorities and the guilds expressly upon the trade of Hongkong. It would further appear that the irregular nature of the taxation does not even end here, but that the right to levy these duties or squeezes is farmed and re-farmed by the officials, and that even the Chinese Authorities themselves could not say how much is levied in many instances. They obtain a lump sum for the privilege of raising the dues and leave those who farm them to obtain them as best they can. The only analogous case to the one set up on behalf of the Chinese as a justification of their levying these taxes which can be found at home, is an instance in which the Russian Consul in London levied certain maritime dues upon Russian vessels leaving the port. A question was raised then as to the legitimacy of this proceeding, but it was found that the dues were of a regular character—their amount was well known as being leviable in the ordinary course of things, and the case was *bona fide* what the action of the Chinese in Hongkong is represented to be, a mere matter of financial convenience. There is, however, no doubt that the establishment of the taxing offices in Hongkong is of a totally different character, and they are designed as a means not of raising an established due, but of setting a new form of taxation on foot; and as such they ought not to be for a moment permitted. At all events that was the view which Sir RICHARD MACDONNELL adopted without hesitation; and the nature of the proceeding is such as to demand the fullest enquiry. Until it is shown to be regular, it may justly be presumed to be the contrary; and it is clearly the duty of the Authorities in Hongkong, so soon as they become aware, as we imagine they must be by this time, that such taxing offices exist, to ascertain precisely what they are doing, and whether the facts will justify their being allowed to continue in what, upon the surface, is a most unusual proceeding, and an undoubted invasion of the jurisdiction of the Colony. It is in this light at least that it strikes impartial observers at a distance, and in which the matter presented itself to the northern paper whose remarks are referred to above. It is very strange, therefore, to find that the authorities here are content to allow the matter to go on without enquiry, and in fact to assume that the presumptions are in favour of the regularity of the levies, when there is every reason to believe that, were the question sifted, the Chinese would be found to be simply making use of this Colony as a means of levying taxes which they could not show to be sanctioned either by treaty on by any properly established rule or law of their own. If they are to be permitted to levy taxes in Hongkong we have surely at least the right to ask for precise information as to what those taxes are.

HONGKONG.

There is very little news to record of anything more than local interest during the past fortnight. H.E. Sir Arthur Kennedy returned to the Colony per M. M. steamer *Peiho*, on the 5th instant, but landed quite privately.

The Court of Enquiry into the loss of the steamer *White Cloud*, at Macao, during the recent typhoon, have found both the master and mate guilty of incompetency and neglect, and have suspended the certificate of the former for 18, of the latter for 6 months. The Administrator, the Hon. Mr. Austin, in confirming the finding, appended a memorandum that he considered they should have been deprived of their certificates altogether—an act which has been impugned both on the ground that the sentences passed are very severe and also that it was an interference with the independence of the Court, in whose discretion the extent of the punishment ought to rest. It is also alleged that the proceedings were illegal. A petition has been sent in to H.E. the Governor on the subject; and if it be not acceded to, an application to have the finding quashed will be made in the Supreme Court.

A meeting of the Recreation Club has taken place to consider what steps should be taken in consequence of the almost total destruction of their buildings by the late typhoon, and it has, after some discussion, been decided to rebuild them.

FOOCHOW.

(*Foochow Herald, 29th October.*)

There will be a review of the Tartar troops, in garrison, in a few days. The spectacle will, no doubt, be amusing, if not instructive as a military display.

We understand that Mr. Wright, the present Commissioner of Customs at this Port, has been promoted to a higher post, and that Mr. James H. Hart will succeed as Commissioner.

We are informed that the Race Club propose to have a meeting early in January. It is understood that our Amoy friends will enter more than the usual number of ponies, their own meeting being impossible in consequence of their course being required by the Chinese Government for Military purposes.

The Provincial Authorities are making strenuous exertions to put their miserable forces into something like Naval and Military shape, but until they can instil a smattering of warlike ardour into the long robed gentlemen in command, the handful of Japanese in Formosa need not, we think, feel at all apprehensive of defeat. In this issue we publish the translated copy of a Proclamation by General Lin—in command of the Naval and Military Forces on the Coast of Fukien—which, while most properly dealing severely with the crimes of petty officers and men, seemingly ignores the gambling, opium smoking, and squeezing practices to which the officers commanding are frequently addicted.

PENALTIES FOR MILITARY OFFENCES.

(*Foochow Herald,*)

Translation of Prohibitions, with the penalties accruing to the crimes prohibited, issued to the petty officers, coast-guards, soldiers, sailors, &c., in the Province of Fukkien, by Lin, formerly Provincial Treasurer in Shen-si, and now appointed to be Imperial Commissioner in charge of the forces, Naval and Military, on the Coast of Fukkien.

It is forbidden to practice immorality.

Penalty for immorality; beating. Penalty for seducing a married woman; 3,000 severe blows, the ears to be pierced (with small flags), and the culprit dismissed. Penalty for attempted rape; decapitation. Penalty for rape; decapitation, with subsequent exposure of the head.

It is forbidden to gamble.

Penalty for gambling; beating. Penalty for enticing others to gamble; 3,000 severe blows, the ears to be pierced, and the culprit dismissed.

It is forbidden to smoke opium.

Penalty for smoking opium; 3,000 severe blows, the ears to be pierced and the culprit dismissed. Penalty for dealing in opium; decapitation.

It is forbidden to be violent.

Penalty for making a man buy or sell anything against his will; beating. Penalty for kidnapping men to work as slaves; 3,000 blows. Penalty for damaging house property; 3,000 blows. Penalty for robbery by violence; decapitation.

Internal quarrels are strictly forbidden.

Penalty for striking the first blow; 3,000 blows. Penalty for wounding a man; compensation according to circumstances.

Given this 8th day, 8th moon, 13th year of Tung-chih (17th Oct, 1874) by me, Lin, ex-Provincial Treasurer of Shen-si, to you braves of Fukkien.

Hear and Tremble.

SHANGHAI.

The *N. C. Daily News* has the following:—

The steamer *Bruemar Castle* was reported by the Customs as being at Woosung on the 24th ulto. Yesterday the words "on shore" were added to her name on the Customs' board. The steamer succeeded in crossing the bar at the height of the flood tide, but from some cause or other, as yet unexplained, she went out of the channel, and the strong tide running swung her on to the bank, where she lay in a very bad position. It is believed she will require to be wholly discharged before any attempts can be made to get her off. Ten lighters, with a large number of coolies, were sent down yesterday, immediately the state of matters became known to the agents; and more are to follow.

A Reuter's telegram received on the 24th ulto., announces the loss, with all hands, of the S. S. N. Co.'s new river steamer *Chusan*, lately launched on the Clyde, while she was still in the firth which takes its name from that river. The unfortunate and melancholy occurrence took place near Ardrossan, and was attended by the drowning of Captain Johnston, formerly of the *Moyune* and *Huped*, together with, it is feared, his wife and family. The new *Chusan* was, we believe, constructed on the same principle as the *Hupeh*, and sometime ago the engines of the *Chusan* were sent home by one of the M. M. steamers to be put into the new vessel. Further particulars of the sad event are anxiously waited for.

At about midnight on Friday, H. M. gunvessel *Frolic* was returning from Ningpo to Shanghai, and when near Gutzlaff, the crew were beat to night quarters. During the firing, a large steamer was observed hovering around, as if curious to know what the unusual uproar was about, but disinclined to approach too closely. The report of the *Frolic's* heavy 7-inch gun, chiming in with her final broadside of lighter artillery, appeared to decide the matter, for the stranger put his helm up, and, clapping on steam, was soon lost to view. It seems that when her captain saw the flashes of the *Frolic's* guns, he was under the impression that an engagement was being fought between a Chinese and Japanese gunboat, and went to see if it were so.

There has been no further intelligence received relative to the loss of the steamer *Chusan*, reported by telegram the other day. A private telegram to Messrs. Russell & Co. made no mention of any lives being lost, except the captain's. Owing to stress of weather, the *Chusan*, after being a day and a half out of the Clyde, ran into Waterford, where she lay for three days, then put back for the Clyde to make repairs, and it would seem that it was while she was returning the disaster happened.

Mr. and Mrs. Medhurst left on the 29th ultimo per *Peking* for Chinkiang.

By the return on the 27th ultimo of the representative of the agents, Messrs. Pustau & Co., from the stranded ship *Lucerne*, we are in possession of some further particulars regarding the vessel. The party arrived at 8 a.m. on Monday, but until they left, at 8 p.m. the same day, the vessel could not be approached so as to permit of placing on board the pumps, &c., which they had taken down. Seas were rolling in and covering the deck to a depth of some 5 or 6 feet at high water, so that any attempts to pump the ship out must be delayed until the tides fall, and smoother water allow the necessary machinery to be placed on board, without the risk of its being washed away. At low tide the *Lucerne* is 5 or 6 feet above water level, but two hours only elapsed when she was again submerged. A diver went down on Monday to examine the nature of the damage done to her hull by contact with the rocks, and he stated that he found what appeared to be only a scratch. It is therefore conjectured that some of her planking may have started, but from the fact of her being rather firmly seated in the mud, there may be other external damage which cannot yet be ascertained. Attempts will be made, as soon as circumstances are more favourable, to set pumps to work on her. The *Fu lee*, with Captain Russell and some of his crew, meantime remain by the vessel.

Within a few days there have three cases of either complete or attempted self-destruction among Chinese in these Settlements. A Cantonman, living in Hongkew, who had been out of employment for some time, and had become deeply in debt, was pressed by several of his creditors for payment of their claims. One of them went to the debtor's house early the other morning, and found him lying on the bed, apparently asleep. Inspection showed he was dead from opium-poisoning. The poor fellow had previously sent his wife on an errand to her mother's, and in her absence took his own life. In the second instance, a barrow coolie went into an opium shop in the Kiukiang road, the owner of which noticed that he looked very ill and went. He went into the opium-smoking place at the rear of the shop, and shortly afterwards a peculiar noise was heard. The owner of the shop went into the room, and discovered the coolie lying on the board, with his throat badly cut. He had inflicted the wound with a sharp chopper he found in the room, severing two small arteries, but not touching the windpipe. He was removed to the Louza Station, and Mr. Inspector Wilson immediately ordered him to be taken to the Gutzlaff Hospital, Ningpo road. Dr. Jamieson there performed the necessary surgical operations, and for three or four days there seemed every chance of his life being saved. He said he was very poor, sick, and tired of his life, and should be sure to kill himself. The morning following this remark, he was found by a hospital coolie with his *queue* tied tightly round his neck, and nearly dead from strangulation. His life was again saved, but the repeated shocks, coupled with a deprivation from opium, to which he had been accustomed, proved too much for him, and he died. Having no friends to claim his remains, an inquest was held in the usual Chinese form, and interment was at the public expense.—The third case was one in which a native barber was called to the house of a silk merchant to perform his calling. While he was there, some rings were missed, and he was accused of stealing them. The property was, however, found shortly afterwards, all safe; but the accusation preyed so deeply on his mind, that he no sooner left the house than he went and plunged into the river from Keochong jetty. Fortunately some sampan men saw him and raised an alarm, and the would-be suicide was rescued with the aid of a native policeman, who was attracted to the spot by the noise.

The *Courier* of the 4th inst. has the following:—

We understand that the master and agents of the French brig *St. Francois*, sunk on Monday night at the Hongkew Wharf by the steamer *Cawdor Castle* (of which particulars are given elsewhere) have not yet decided whether to abandon her and her cargo to those concerned, or to accept an offer made to raise and repair her to their satisfaction. To-day, the Harbour-master addressed an order to the Captain to have her at once removed, as her position alongside the Wharf causes both an obstruction to the traffic and a deposition of silt in Harbour. The French Consul-General has, at the request of the Captain, we believe, ordered two experts to make a survey of her, but we have not heard the result. There is

eight months. The present duration of service is forty years. The alteration is to take effect from April, 1875.

We have been requested to publish the following correspondence on the subject of the improvements necessary to the Swamp:—

Yokohama, 21st October, 1874.

Gentlemen,—I have the honour to inform you that a reply has been received from the Kenrei of Kanagawa to the letter addressed to him by the Consuls, when forwarding the Memorial signed by the landholders on the Swamp Concession.

The Kenrei's answer is to the effect that the subject of your Memorial has been laid before the Central Government, and that when he receives the necessary permission, Mr. Brunton, Engineer of the Lighthouse Department, will be called upon to prepare the necessary plans.

I remain, Gentlemen,
Your obedient servant,
(Signed) C. BRENKWALD,
Chairman of the Consular Board.

To Messrs. E. Piquet and A. Gerard.

A meeting of the Yokohama Literary Society was held on the 23rd ulto. at Room No. 19, Grand Hotel, the subject selected for debate being the practise of cremation. The Revd. Mr. Syle occupied the Chair, and introduced the subject with observations upon cremation in Northern China, and Messrs. Henley, Pole, Syle and Henderson took part in the discussion which ensued, and which indicated a favourable view of the practice. Owing to the inclemency of the weather the attendance of members of the Society was only moderate.

The Office Boy of Mr. Smedley, Architect, No. 32, having discovered a duplicate key of the safe, availed himself of the absence of his employer from office on Sunday last to open it. Mr. Smedley reports the loss of some $170 in notes. The police has received notice of the robbery.

The *Echo du Japon* has the following:—An event of some political significance has taken place, and has been the subject of some comment in native circles. Mimbutsuyu, brother of the Ex-Tycoon, has given his adherence to the present government. It will be recollected that he left for Europe in 1867, and lived at Paris for about two years in more than princely style, which, however, suddenly ceased, on the fall of Stotsbashi. Since that time, he has lived in obscurity and in a very modest manner at Tokio. The contrast between his prodigality in Europe and the modesty of his expenses on his return to Japan was extreme. The Tokugawa party will no doubt be favoured when he is promoted, which will probably be before long.

HIOGO.

The *Hiogo News* has the following:—

M. Janssen and the majority of the party of French *savants* took their departure on Thursday, in the French Corvette *d'Estrées*, for Nagasaki. M. Janssen left behind him two of his party, and it is not improbable that he may himself return here, if on enquiry he finds Nagasaki less likely to suit his purpose. We should have thought that, taking into consideration the fact that the scientific party from the United States is already located in Nagasaki, Mr. Janssen, by remaining in Kobe, where the ground is unoccupied and where fine weather is at least as frequently experienced as at Nagasaki, would have reduced the risk of both the French and American expeditions turning out failures. There is, it would appear, one other course open to M. Janssen. He has a double set of instruments and a numerous *suite*, and it has been suggested that by dividing instruments and observers, stationing part here and part at Nagasaki, he could considerably lessen the chances of failure resulting from an unfavourable state of the atmosphere. Then again, were his party so divided, arrangements might be made for the exclusive use of one of the telegraph wires, by which means, if one division had a favourable sky and the other the reverse, suggestions could be made or instructions given during the observance of the various phenomena. The great expense which the foremost nations of the world are incurring on these expeditions proves the importance with which the scientific observation of the approaching Transit of Venus is regarded by astronomers, and makes it highly desirable that the possibilities of failure should be reduced to a minimum.

The gale which commenced to blow from an early hour yesterday soon made it apparent that Kobe's Autumn Regatta would have to be postponed. The sea was so rough that rowing was out of the question. But if "Rude Boreas, blust'ring railer," has taken his departure, leaving fair weather in his wake, our Aquatic Sports will come off at 2 p.m. to-day—mails and other disagreeables notwithstanding.—*News.*

SUCCESSFUL TERMINATION OF THE NEGOTIATIONS WITH THE JAPANESE AMBASSADOR.

A telegram was received in Hongkong on the 7th instant, stating that the peace negotiations between the Chinese and Japanese had been successful, and that the Chinese Government had agreed to pay an indemnity of Tls. 500,000 at once, and of another Tls. 1,000,000 by instalments to Japan.

The *N. C. Daily News* of the 3rd instant has the following:—

A number of rumours were floating about yesterday concerning the conclusion of the negotiations between China and Japan. It was stated with some positiveness, as having come from at least one Legation in Peking, that the withdrawal of the Japanese Ambassador and resident Minister meant a rupture in relations and the declaration of war. We have endeavoured to get this statement confirmed, but fail to hear that anything of a similar tenor has been communicated to the officers, Naval or Consular, who are officially interested, and whom previous dispatches from Peking have placed specially in a position of expectancy on the point. Another statement, which reaches us on authority as good as any apparently attainable at present, is to the effect that though a very irritated state of feeling existed lately, as our Peking correspondent reported the other day, it had been allayed, and the Chinese had made up their minds to secure peace by paying the Japanese a handsome sum (five million taels, it is said) not as "indemnity," but as solatium for the murder of the Loochewans in Formosa, and for the expense Japan has been put to in connection therewith. The statement is made in a letter received from Peking yesterday. Our Tientsin correspondent, however, takes the reported rupture for granted, and from another source we hear that when the Shantung left that port, on the morning of the 28th, a rumour was current that the negotiators had been unable to come to terms. The Chinese, it was said, had terminated discussion with an intimation that if the Japanese troops were not at once withdrawn from Formosa, force would be used to expel them. Great activity prevails at the Peiho forts. Were it not for the large amount named, we should be inclined to believe that the matter had been patched up, but five million taels seems rather a high figure, though we have some grounds for saying that it is not more than the Chinese, a few months ago, expected to have to pay.

The Tientsin correspondent of the above paper writes:—

This evening I heard from the best authority that his Excellency Mr. Okubo, the Japanese High Commissioner, and suite, and his Excellency Yanagiwari, the Japanese envoy, and suite, left Peking early yesterday for Tientsin, *en route* for Japan. I hear also this evening that Mr. Hill, pilot, has come up from Taku, to take the Japanese gunboat *Moshin* to sea. The *Moshin* is consequently ready to leave Tientsin within a couple of hours after the appearance here of the Japanese Legation. A rupture having, as I understand, taken place between China and Japan, and the two Governments having during the last few months been making every preparation for war, we may conclude that hostilities will commence before long. It is possible that their Excellencies Mr. Okubo and Yanagiwari may reach here during to-night or early to-morrow, and that the *Moshin* may start for the Taku anchorage, where the two Japanese despatch boats are lying, at daylight to-morrow.

This afternoon, Li Hung-chang, the Governor General of Chihli, made a visit to the Russian gunboat lying off this settlement. After his Excellency had been on board for about an hour, the commander of the gunboat exploded a torpedo sunk in the river off his vessel, raising the water some forty feet in the air, while the ground on the bund shook, and the shock similarly felt at the British Consulate, near which the gunboat is moored. The Governor General had a salute of fifteen guns given him on his arrival. The Chinese gunboat *Chinhai*, lying at the bottom of the foreign anchorage, shortly afterwards fired a salute of fifteen guns. The Governor General stayed till dark on board the gunboat.

27th October, 1874.

On the 5th inst. the above named paper has the following. It will be noticed that it places the amount of Indemnity at only Tls. 500,000, instead of Tls. 1,500,000 according to our telegraphic information:—

We hear on pretty good authority that there will be no war between China and Japan. A despatch to a local Chinese officer of high standing, states that an arrangement has been come to. The Japanese asked for an indemnity of five millions, but as the Chinese firmly opposed the demand, they reduced it by three millions. Still the Chinese would not yield, but further bargaining brought the amount down from two millions to half a million taels, with which Okubo was fain to be satisfied. The only question remaining to be settled at the time the despatch was written, as we are informed, was whether the money should be handed over before or after the retirement of the expedition from Formosa. But there can be little doubt that, if matters have been arranged so far, the negotiators will trust each other to fulfil the details of the engagement. Our informant adds that the withdrawal of Mr. Yanigawari from the capital along with Mr. Okubo, is deprived of any untoward significance by the fact that the Japanese Legation is left in charge of his second in command. It is highly probable that Mr. Yanigawari returns with the special Embassy, in order to give an account of his own share in the negotiations; and after the position he has held during the present year *versus* the Tsung-li Yamên, it would be in accordance with diplomatic courtesy and usage that he should be replaced as Resident Minister at Peking by some high officers who has not been mixed up in the recent unpleasantness. The foregoing statement is more consistent with our last news direct from Peking than were the rumours of war it circulation after the arrival of the *Shantung*, but we give it of course subject to confirmation.

TESTIMONIALS TO THE BROTHERS TAUFER.

We are glad to state that a suitable recognition has been made of the manner in which the Brothers Taufer exerted themselves to save life on the occasion of the recent typhoon. As will be seen from the subjoined letter (which has been addressed respectively to each of the Mr. Taufers), they have each been presented with a silver cup and a purse of $155. The cups are very chaste and handsome, and will, we doubt not, be valued as a memento of the estimation in which their brave conduct was held by the public:—

Hongkong, 5th November, 1874.

Mr. GEORGE TAUFER,
Hongkong.

SIR,—A number of the residents of the Colony have requested me to hand you, on their behalf, the accompanying Cup and Purse containing $155, which has been subscribed by them as a testimonial of their appreciation of your efforts in saving the lives of those who were wrecked in the steamers *Albay* and *Leonor* during the typhoon of the 22nd and 23rd September last. I trust that the above will be accepted by you as a proof of the estimation in which your conduct, on the occasion in question, is held by the public of Hongkong.

I am, Sir,
Your obedient servant.
P. RYBIE.

A letter acknowledging the above was sent in, in which the Brothers Taufer express their appreciation of the testimonial, and add that they had anticipated no more for their services than the thanks of some few to whom they had been able to extend assistance.

THE LOSS OF THE "WHITE CLOUD" AT MACAO.—OFFICIAL ENQUIRY.

The Marine Court of enquiry was resumed yesterday at the Harbour Master's office respecting the wreck, abandonment, damage, or casualty of, or in respect of the British steamer *White Cloud*, official number 50,651; master David Reid; number of whose certificate of competency is 480, Hongkong. The gentlemen conducting the investigation yesterday were:—Hon. C. May (President), Captain R. G. Thomsett, R.N. (Harbour Master), S. Ashton, Esq. (Master-Mercantile Marine), and C. M. Kerr, Esq. (Official Justice of the Peace.) Captain R. H. Cairns was not present, as on the 23rd instant.

Captain E. Carroll, of the *Poyang*, sworn, stated that his boat ran between Hongkong and Macao. He was at Macao on the 22nd ultimo. He arrived a little before 6 p.m., he left Hongkong a little before 2 p.m. The weather was a fresh breeze from the N. and N. by W. The barometer was 29.60. In the morning it was 29.85. At 8.25 when he left Hongkong he thought a gale was coming on, as the hills and atmosphere gave a general indication of a storm. On arriving at Macao he went alongside the wharf to discharge, but hauled off to the buoy after discharging. They only hauled off to the buoy when threatening weather sets in. The barometer continued to go down till 10 p.m. when it stopped at 29.60. Steam was kept up and all preparations made from the time of going to the buoy till 9 p.m. for a typhoon. The anchors were sorted and boats prepared in the davits. There were two bow anchors, one spare and a kedge. One of the chains was fast to the buoy. About 2 o'clock the anchors were used, in consequence of increasing wind. By this time there was a great deal of sea but the ship rode easily without the use of steam, which only assisted the cables. The gale shifted at 3.45 to N.W., and at 3 a.m. the barometer was 28.30. At 4 a.m. the wind went suddenly to the East. This caused her to lie across the sea and laid her on her beam ends. She lay that way for 10 minutes when she swung her head to the Eastward. The barometer stood at 28.00, and the wind shifted to the Southward and the barometer to 27.95. At 6 o'clock the wind abated. When he arrived he saw the *White Cloud* lying at the other wharf, 200 yards from his vessel. He could not see what preparations were going on on board there. He had been to where she is stranded. It is North half-a-mile or a little over from where she lay. There were 15 fathoms on the starboard anchor and 12 fathoms on the port anchor. The *White Cloud*, with a walking engine, was bottom up about 12 feet in the mud. Had there not been any buoy to go to he would have gone to Green Island or to Lappa Bay, and would have considered himself in good anchorage, though it is not at all times safe. He would not have considered himself safe had he remained at the wharf. The Captain has full control of the safety of the ship.

To the Hon. C. May: The wharf where the *White Cloud* lay was comparatively new. Had the *White Cloud* remained alongside he would not have done so. Had the Captain of the *White Cloud* determined to lie alongside, of course, having steam up would have been beneficial, but he would, under no consideration, have remained himself alongside.

Captain Ashton asked if by steam being up, in the event of the funnel blowing away there was any likelihood of the vessel catching fire, as he understood that the Captain of the *White Cloud* had said so in his evidence.

This was found not to be down in evidence, and the Captain, David Reid, of the *White Cloud*, said the reason why he did not get up steam was because he did not consider that the storm would be great. His pilots also said that he would be safe enough alongside.

Chun Asu, a pilot on board, said he had been running steamers for the last 18 years. He had been in Macao before in a typhoon. He was in the steamer *Spark* two or three times. In the typhoon before the last he lay at Chung Chow (Green Island) in the *Spark*. It was the Captain's proposal. He did not think lying alongside the wharf was a safe place. He did not speak to the Captain about it, as he considered that the Captain's business. The chief mate did not ask him anything about safety. He could not, had he been asked, have taken the vessel to any place whilst the gale was blowing. The vessel arrived at Macao at 3 p.m. He could have taken her then. The latest time he could have taken the ship away from the wharf to Green Island was 9 p.m.

The Court then adjourned, as it could not come to a decision in consequence of Cairns being absent. The following result appeared in the *Government Gazette*:—

FINDING OF THE COURT.

1.—We find that the British steamer *White Cloud*, official number 50,651, broke adrift from a wharf in the inner harbor of Macao during a Typhoon which passed over that place on the morning of the 23rd ultimo; and was capsized on a bank nearly a mile to the north of the wharf where she had been lying.

2.—We find that, although at 6 p.m. of the 22nd ultimo, there was reasonable indication that severe weather was to be expected; the *White Cloud* was kept alongside the wharf, to which she had been lashed, without steam being up or the fires laid ready for getting steam.

3.—We find that no attempt was made to place the *White Cloud* in a position of greater safety than the wharf offered; and although there were two Chinese pilots on board, they were not consulted as to the propriety of moving the vessel to a safe anchorage.

4.—We find from the evidence of the master of the British steamer *Poyang*, a vessel lying close to where the *White Cloud* was moored, that he hauled his vessel from her wharf into the stream at 6 p.m.; and that the *Poyang*, with steam up, safely rode out the storm.

5.—We are of opinion that the master and first mate of the *White Cloud* displayed gross ignorance and neglect in the management of the vessel entrusted to their care; and, although these officers hold certificates of competency they, in this emergency, showed themselves unfit to fill the posts which they respectively occupied.

On due consideration of the circumstances under which the *White Cloud* was stranded, we direct that the certificate of competency of David Reid, the master, be suspended for a period of *eighteen months*; and that the certificate of competency of Francis Edwin Ellis, the first mate be suspended for a period of *six months*, such suspension to date from this date.

Given under our hands this 31st of October, 1874.

C. MAY, *First Police Magistrate.*
H. G. THOMSETT,
Navigating Lieutenant, R.N., and Harbor Master.
C. MORLAND KERR,
Un-Official Justice of the Peace.
R. H. CAIRNS,
Government Marine Surveyor.
SAMUEL ASHTON,
Master, Mercantile Marine.

Confirmed, but nevertheless I think it right to put on record my opinion,—which is that inasmuch as both men have given proof of their ignorance and incompetency, they should have been deprived of their certificates.

J. GARDINER AUSTIN,
Administrator.

LOSS OF THE FRENCH BRIG "ST. FRANCOIS."

(*N. C. Daily News.*)

At about 10.55 p.m. on the 2nd instant the steamer *Cawdor Castle*, arrived the same day from Hiogo, while taking up her berth at the Hongkew Wharf ran into the French brig *St. Francois*, of 253 tons, which vessel was being discharged alongside the Wharf, opposite No. 11 godown. One flake of the steamer's starboard anchor, hanging at the hawse, went through the brig's port quarter, and the other through her own starboard bow. In a few minutes after the occurrence it was found that the brig's pumps could not keep the water under, and the vessel was hauled to the lower end of the Wharf into shallow water. In twenty minutes she took the ground, and at high tide the water was level with her bulwarks. She only arrived on Thursday, from Freemantle, and had commenced to discharge her cargo of sandalwood on Monday. Every exertion was made to lighten the ship, but such was the extent of the damage she had sustained, that the crew were only able, with the assistance of coolies from the wharf, to keep her afloat a short time, and hurriedly save a portion of their effects. As soon as the steamer was made fast, it was found that water was coming in rapidly in the fore compartment, and measures were at once taken to confine it to the one compartment. At 7 a.m. yesterday a steam pump and divers were procured from the Tugboat Co., and the diver, after several attempts, succeeded in discovering and putting a patch upon the hole, which proved to be 12 inches deep by 18 in width. The hatches were then removed, and steam being supplied from the tugboat *Orphan* the pump was started, gangs of coolies in the meantime discharging what cargo could be got at. The pump rapidly gained upon the leak, and at 1.30 p.m. reduced the water from 17 feet to about 8 feet in the lower hold. The cargo damaged consists of about forty tons of cigars and Japanese curios, for London, and about one hundred and forty tons of seaweed, fish, and cassia for Shanghai. The steamer will have to go into dock for repairs. At the time the steamer was coming alongside, the tide was ebbing, and it is supposed that the pilot, as in the case of the *Sarpedon*, did not allow sufficiently for the force of the current, which catching the bows as the vessel comes at an angle to it, has a strong tendency to turn its head to, instead of broadside to, the Wharf. It is feared that the shock has not only done local damage to the brig, but strained her severely all through. The practice of moving large steamers at night is reprehensible; the gain of a few hours' time which it affords can scarcely counterbalance the risk of serious losses both to underwriters and owners.

STRANDING OF THE SHIP LUCERNE.

The *N. C. Daily News* has the following:—

The ship *Lucerne*, which cleared from this port on Thursday last for Newchwang, came to grief on Friday afternoon, by touching on the Ariadne rock. This is the vessel whose crew gave the Shanghai Police Court so much trouble, through refusal of duty on several occasions. From particulars kindly supplied to us on board H. M. S. *Frolic*, it appears that the captain of the *Lucerne* discharged his pilot when off Tungsha Lightship, and proceeded on his voyage, but wishing to save distance, he stood to the northward of the Ariadne rock instead of steering the usual course to the Saddles. At noon Friday, he took bearings of Gutzlaff, and finding the *Lucerne* was too far to the eastward, discovered that he would be unable to weather the rock, distant then about a mile. For some necessary purpose, he is alleged to have left the deck for a brief space, and on returning, seeing breakers close by, he dropped an anchor which held, and the ship swinging to it, took the rock just under the mainchains, but not sufficiently to remain fixed. The tide faced the ship to the north-west, the captain alleging that he was deceived thereby, excepted to find the current setting exactly the reverse. Seeing the dangerous position the ship was in, he slipped his cable, and tried to put her on a course to return to Shanghai. Finding that she was leaking fast, and also making but little way, and being apprehensive that she would soon founder, he determined to beach her if possible, on the South bank. Two or three pilot-boats, perceiving the difficulty the ship was in, bore down, and offered their services, but these were declined. It was by the pilots' advice, however that the captain resolved to run for the South Bank, Gutzlaff then bearing S.E., distant about three miles. The water in her hold had increased so fast, that it was momentarily expected that the ship would sink, and it was deemed advisable to get away from her as speedily as possible. The boats had previously been lowered, and the captain and crew got into them and were ultimately received on board one of the pilot schooners, the ship still heading for the bank. It is said that some of the crews of the other pilot boats got on board the sinking ship, which they contended was now a derelict, but the captain declares that he did not leave the ship to her fate, but sailed near her in his own boat until she grounded, and that it was not till then he was on board the pilot schooner. He therefore contends that she was not a derelict. When the ship grounded, the water had reached her upper deck beams, and it was impossible she could have floated many minutes longer. Early on Saturday morning H. M. S. *Frolic* sighted the *Lucerne* aground on the shoal, and steered towards her to render any needful assistance. Finding how matters were, she took the captain on board and proceeded towards Shungtai, one pilot schooner bringing on the crew, the others remaining near the wreck, but with what object is not clear. On arriving at Woosung, the *Frolic* had to anchor, but a tugboat being procured, the captain came on to Shanghai, and reported the occurrence to his Agents, Messrs. Pustan & Co. Having obtained pumps, *&c.*, from Mr. J. S. Baron, he again proceeding to the wreck on Saturday evening, accompanied by a representative of the Agents. The crew landed at Woosung, where they remained yesterday, it is said, under a kind of surveillance. They saved all their clothing, *&c.*, and will, it is believed, be brought up to Shanghai to-day. Late last evening a rumour was current to the effect that the ship had been pumped out by the pilots who remained by her, and got afloat, and that she was brought up by them to Woosung.

On the 20th the above paper gives the following further particulars:—

THE STRANDING OF THE LUCERNE.

This disaster is exciting an interest in Shanghai which, up to the present, has been greatly enhanced by the conflicting statements made regarding the circumstances attending it. Messrs. Hume and Corbuck, of the pilot boat *George F. Seward*, have asked us to publish the subjoined statement as to the part they took in the attempt to save the vessel:—

About two o'clock on Friday afternoon they saw signals of distress, the ensign union down and the jack half-mast, the latter being the signal for a pilot to go on board. The *George F. Seward* was then at anchor, and was unable to weigh on account of the tide. Gutzlaff bearing about S.S.W. They saw another pilot boat near the *Lucerne* about five o'clock, she being then heading S.W., and gradually nearing the *George F. Seward*. As soon as she came near enough, Messrs. Hume and Corbuck got under weigh, and followed. Shortly after they saw some of the ship's boats leave her, and go to the *S. C. Farnham* and *Daniel Webster* pilot boats. The *Lucerne* was then hove-to in five fathoms, with her head to the N., Gutzlaff bearing S., and when the captain and crew left her, it was as nearly as possible 7.30. Messrs. Hume and Corbach sent their boat on board to see if she was abandoned, and found that she was so. Mr. Hume and four of the Chinese crew of the *George F. Seward*, then boarded her, and putting the helm up, bore away for the South bank, and succeeded in getting her aground at 9.45 p.m. on Saturday night. At that time the water had risen in her hull to within about a foot of the 'tween deck beams. When the *Lucerne* grounded, Gutzlaff bore S.E. ½ E., and the Lightship was visible from her deck, bearing about N. by E. When Mr. Hume went on board, he found the anchors and compasses gone, and that there was no lead-line. Soundings being necessary, they were taken by the *George F. Seward*, which was sailing close by. Mr. Corbach then left to go to Shanghai for assistance, but on his arrival found that the captain had got there before him. Mr. Hume and his crew remained on board the *Lucerne*, stowed all remaining sails but the topsails, which were too heavy for his few men to furl, and got hawsers ready for the steamer that he expected to be sent by Mr. Corback. Everything with regard to the probable ultimate safety of the vessel thus went favourably on Saturday. She took in no more water until flood-tide on Saturday night, about nine o'clock, when a tidal wave come in so suddenly as to flow over her all at once giving her no time to float. Before this time, she was by no means full of water, but the wave completely filled her. At 10.30, the Chinamen belonging to the pilot-boat became frightened, and cutting the ship's boat away from the davits, got into her, leaving Mr. Hume alone on board the wreck. They, however, remained close to her; and at this time the *S. C. Farnham* coming down, Mr. Hume sent the boat to her, telling her crew to send their own boat to the wreck, to save what little articles were lying about the poop. The pilots on board the *S. C. Farnham* sent word to Mr. Hume to leave the wreck at once, as they could not remain any longer near her. He accordingly then left the *Lucerne*, returning to her, however, on Sunday morning. He then found that the tug *Fuh-lee* had arrived from Shanghai, with a steam pump, and that Captain Russell, his crew, and a number of coolies were on board the wreck stowing the topsails, and getting a derrick ready to hoist in the steam pump an boiler. His services being no longer necessary, Mr. Hume again left the vessel.

It was not known, at a late hour last night, what the fate of the *Lucerne* was like to be. There is some talk about legal proceedings.

THE UPPER YANGTSZE.

(*Shanghai Courier*)

6 P.M. Ther. 75 deg.

Kwei-Fpo, 2nd Oct., 1874.

DEAR SIR,—Having reached here at 7 a.m. this morning, and arranged my affairs for a Custom's Clearance, with the *Lekin* and Custom-house Officials, I went ashore at 8 a.m. on a visit to General Pan. The General received me in full dress, and after taking a cup of Tea and resuming the ordinary dress, conducted me over the whole of his vast "mansion," which he has built and furnished, regardless of expense, with all that a Chinese nobleman prizes and esteems.

The General, who did good service against the Taipings and Nienfei Rebels, has been created a nobleman of the 4th class, a title, a title purely conferred on military men. On our passing through the suite of private apartments the General introduced Lady Pan and her mother, also his four children, (three sons and one daughter). The lady having been selected by the General to take a seat, asked me several questions concerning my wife, and her family, and several other domestic questions, and then retired. The General then turned the conversation on the Formosa question, and told me that he had advised his friends, the Governors, *&c.*, of eight out of the nine Provinces were foreigners trade, to try and arrange the affair peaceably. His Imperial Majesty being young required good counsel and assistance from them, to avoid war and complications with foreign nations, and the Empire, which had suffered so much from a long lasting civil war, required peace, to restore to the Government the prestige which it had lost! Altogether, the General spoke as a man who had the welfare of the Empire uppermost in his mind. Our conversation lasted till 4 p.m. when I took my leave of the General, who conducted me to my chair with the usual ceremony. The people in the streets were very respectful, those in the tea shops rising, as customary when officials pass. The city wall, which was crumbling to pieces when I passed here in 1868, has been rebuilt in a most substantial manner.

The trade between Hankow and Chungkin, and from which this place derives its importance, has greatly fallen off lately, owing, it is said, to the restrictions imposed upon it by Y'how Yantai, at Chungkin, and Yao, the Collector of *Lekin* or war-tax at this port. The latter individual has made himself particularly obnoxious to the floating population, who have given him the nickname of *Siaou-Pah-Wong*, that is, "the little tyrant." It appears that he has flogged all the junkmasters who carried the goods belonging to the Foreign Hongs at Chung-kin, and refused to let them pass under the Transit-pass of the Hankow Customs until a despatch from the Tsungli Yamen ordered them to be released at once. This order, Yao has only partly obeyed, as he still withholds the permit to pass from the 10 or 12 junks flying the flag of the American hong *Kang-Tai*, and which, he says, are not entitled to the Transit-pass, because the goods belong to the seven trade guilds at Chingking, the heads of which establishments he has had brought to Kwei Foo as prisoners, and so ill-treated them, that they have agreed to pay the *Lockin* and ordinary duty, each of which amounts to nine *fun*, or say twenty-five Mexican cents on a single piece of Grey Shirtings, and Tls. 1.80 on a bale of Cotton, *&c.*, *&c.* It is evident that goods which pay so much duty must be so much dearer, to pay the importer, and this rise in price falls on the consumers, who for the greater part are poor people, unable to pay such a high price. The goods being thus placed out of the reach of the poor, or greater part of the population, find little or no market, which fact causes a falling off in trade, and, of course, where there is no trade there can be no dues collected, consequently the Revenue suffers. It is to be hoped that the Imperial Government will soon extend the Foreign Customs system, as carried out by Mr. Hart at the Treaty Ports, throughout the Empire, it would greatly strengthen the present dynasty.

Many houses at Chung-king have failed, especially in the Cotton trade. It is estimated that the total losses on trade will exceed three millions of taels for the past year.

The purifying of silver, by what is known as the "liquid process," as practiced at Chungking by several firms of native Christians, has been stopped by the Taotai Y'how, who has thus ruined these firms beyond hope, after they had acquired an immense plant, during the 6 years they have been carrying on business. All their capital is thus lying idle, and useless for any other purpose.

Yours faithfully,
W. M.

EQUALITY OF RIGHTS.

(*Japan Mail.*)

In a note, which will be found elsewhere, we have referred to a forthcoming series of Essays promised by the *Tôkô Nichi-nichi Shimbun* on the chief subjects which, it is expected, will engage the attention of the Japanese Ministers accredited to Foreign Courts or Capitals. These Essays, if we may judge from the introduction to them published in our last issue, are to be written chiefly with a view of diffusing information among the people upon the duties of a class of men whose offices they have not yet come to regard as very important. So little, indeed, is this the case, that the Essayist says these offices are looked upon as either unnecessary, or as sinecures made or retained as places of ease and retirement for certain members, or, perchance, favourites, of the Government. But it is also certain that the Essays will contain, to a greater or less extent, the views of the Government upon the questions entrusted to its Ministers abroad, and in this respect they are important for ourselves, not only as enabling us to form a fair estimate of these views and their associated aims, but affording us the opportunity of criticising them from a stand-point which, whether we agree or disagree with them, is at least intended to be just and candid. In this temper, we shall approach the discussion of these subjects.

Before doing so, however, we must be permitted to call attention to what will appear to every one to be a strange discrepancy between the theory laid down by the writer of the Introductory Essay in regard to the importance of the offices of which he writes, and the appointments to them made by the Government. He says "they are more important than the office of Vice-Minister, Minister or Councillor of State." Without professing to agree with him as regards the two latter appointments, we may fairly hold the Government to its own theory, and ask how it is, if the appointments and the duties attaching to them are so important, than they are entrusted, as they undoubtedly are, to men so young and inexperienced as some of those who have lately been promoted to them? We desire not to be misunderstood, or to be regarded as making any special personal reflections. We speak of the general principle alone, and this in the very light in which it is regarded by the Essayist. He says that the fortunes of the millions of this Empire may be vitally affected by the acts of its Ministers abroad. And it is so. But then surely these Ministers should be men of ripe age and experience; men not solely versed in the routine of a public department, but rich in the traditions of actual statesmanship, and full of the knowledge which only comes with years. In accrediting a Minister to England, for instance, it should not be forgotten that great as is her weight in Europe, she is also an Asiatic power of the first class. The Minister who is called to represent the interests of Japan at her Court should be one who thoroughly understands her position in the world, the temper and genius of her people and Government, and the relations which subsist between herself and the East. By birth, and by the advantages of manner which birth brings, by experience, by solid knowledge and dignity of character, he should be fitted to represent to an old and aristocratic European nation the views, sentiments and aims of an old and aristocratic Asiatic nation; and this can only be done properly and with advantage to Japan by one who combines the qualifications we have enumerated. Late events have given point to our observations. A dispute has arisen with a neighbouring nation the councillors of which are invariably men of ripe age and experience. The Chinese associate age with wisdom more than any other people, and pay an instinctive deference to years. It would have been far wiser had their views on this subject been considered with more respect when the present unhappy quarrel first broke out.

We will now turn to the Essay before us on The Revision of the Treaties, and, passing over what may be interesting and instructive in its opening remarks, as telling their own story, proceed to sentiments which challenge discussion or excite reflection.

The writer says: "Since the opening of the ports both our Government and our people have suffered many hardships from the working of this Treaty"—let us say, these Treaties. Alas! it is so. But is it the fault of the Treaties, or of that old traditional policy which, by excluding the light of modern knowledge, or forbidding all contact with an ever advancing world, and thus creating a thousand illusions about the solidity and strength of a polity which was shivered to atoms when it came into collision with forces such as are known on the other side of the globe, prepared all these troubles for the Empire? Is it our fault that this artificial system fell to pieces almost at the touch of the realities of an intercourse which pushed aside fictions and hollow pretensions like cobwebs? Surely not. We have often wished, and sometimes expressed the wish, that a larger sympathy with the nation in its struggle from the twilight of its old existence into the glare of daylight in which it now moves, had invariably been shown by the Western nations, their representatives, subjects and citizens. It affords us no pride to think that Japan fears is so much and knows so little. It may be a hollow and unpractical sentiment which hopes that the intercourse between nations may one day be based upon the bestowal of reciprocal advantages, and never violate the conviction that an equivalent is given for all that is taken—the only true, ethical basis for international intercourse. But if this involves some alteration of procedure on one side, much more does it involve it on the other. When have not leniency and sympathy, bestowed on the Asiatic nations, been regarded as weakness, and rewarded as weakness, and rewarded by contumely, ingratitude and often treachery? How often have promises been made with the actual intention of evading them? Is the trouble which such conduct causes to be visited on those who exact the fulfilment of such promises, against which nothing more can be said than that the keeping of them is momentarily inconvenient? Thanks to the beneficent operation of the laws of trade, and owing to the conviction of this which exists in the minds of Europeans, demands are made upon the Asiatic nations which the one regards as productive of nothing but good, while the other complains of them as injustices and extortions. Is the one always to wait patiently until the other sees it in a light which nothing but experience can bring? This were to wait for ever; while all the good results which might have accrued, to both sides from the mutual intercourse, is lost to those in whose favour Nature has laid down these beneficent laws.

But what are the hardships of which the writer speaks? It would have been well had he enumerated them. We shall not reproach him with any want of candour for not doing so, because we should dislike any counter-reproach of the same nature. But it would have been better had we not been left to ask the question.

The author speaks of "equality of rights between foreigners and ourselves." We presume that he means either that as Japanese come under foreign laws when abroad, foreigners in Japan should come under Japanese laws; or, that foreigners are under their own laws in Japan, Japanese ought to be under Japanese laws when abroad. Unfortunately this is a question which admits of no actual demonstration; it is a question of the *quality* of opinion brought to bear on it, and we must be pardoned for saying that the *quality* of European opinion on this subject is far higher than that of the Japanese. And for this reason. The Japanese have no such knowledge of the principles of law, as a science, as either enables them to administer it to foreigners, or to know that they cannot administer it. Their want of knowledge on this question does more than this. It prevents them seeing that, in their present condition, the system now at work is far more advantageous to them than that which they desire would be, if free commercial intercourse is to continue between ourselves and them. The idea of their being placed under Japanese laws in foreign countries, if such an idea, indeed, is in the mind of the writer of this essay, shows equal want of knowledge, and therefore of the power of forming just conclusions on this question. No one possessing such knowledge will hesitate for one moment to believe that a Japanese abroad lives under more liberal laws than those of his own country—which, indeed, are but the germs of legislation—and that he has securities for the just administration of that law which do not at present exist in this country. By intercourse with us they may, if they will, grow rich and powerful. But were the legal basis on which it now rests to be disturbed, all the capital which gives it life and health would retreat, and the intercourse itself would shrink into the smallest compass. It is law makes which capital bold. Take away this source of courage, and it flies off like a startled bird.

But if ever there existed a question which could be used as a lever for the elevation of a nation, this is the one. Far from desiring to keep any one of the nations now bound by extraterritoriality jurisdiction clauses in their treaties, in relations which are felt to be galling and oppressive, the European Powers and America have repeatedly expressed their willingness, and even their desire, to hand over to those nations the sovereign rights which, other things being equal, they should exercise over residents on their soil. It is quite a mistake to suppose that the Treaty Powers wish to withhold these rights a moment longer than circumstances demand. But it is a much greater mistake, one fraught with far more serious consequences and provocative of infinitely more discord in our international relations, to give these nations any hope that, so long as Europeans have anything to fear from the venality or ignorance of judges, from caprices of procedure, and from the non-existence of settled laws, the Treaty Powers will place the liberties, the lives and properties of their subjects or citizens within the range of any such danger. No one will rejoice more than ourselves when by the common assent of the Treaty Powers, the Japanese are considered to have risen to this position. But we should be misleading them were we to say that there are any indications at present of their having even approached it.

THE JAPANESE MINT.

(*Japan Mail.*)

A correspondent has addressed us a letter on the subject of the Mint which puts into a small compass the main point underlying the whole question which has been raised by the changes said to be impending in that institution. And we must frankly confess that the more we reflect on these changes, the greater is the misgiving and regret they occasion us. It seems as if all the good work done in four years was to be undone; all the confidence built up by so much labour and energy pulled down; the introduction of uncertainty where all was so certain, of danger where all was so safe. The old conditions on which the Mint was worked rendered the production of a trustworthy coin a matter of moral certainty. It was well known that the Japanese Government bound themselves in their contracts with third parties to make and issue no other coins than those made and approved by the experts engaged at that time. And hence all the confidence which was and is now felt in the coin, and the addition to the *prestige* of the country derived from this source. It was always possible to point to the Mint and say, "There is a solid institution, which is a guarantee for the stability of what hitherto has been sadly unstable in this country, its metallic currency, and an earnest of what may be done in other directions." But are there to be any contracts similar to those which are now about to expire, and which were the real sources of the confidence of the public? If not, by what other means is this confidence to be maintained? This is a point on which the public have a right to demand full information, because they are the holders of coin which may at any moment be depreciated in value, and be reduced to the level of meré bullion and treated as such. The Japanese Government must not be deceived by the idea that the employment of two or three foreigners in subordinate places in the Mint will be sufficient to maintain the confidence hitherto felt in their coin. What is to present the same native agency or a similar agency to that which formerly tampered with the old coinage, from repeating these practices behind the backs of the foreign employes, who, after all, are mere Government servants, liable to be discharged or overruled at any moment? Admitting, which we are quite willing to do, that the Government knows the importance of maintaining the standard of its coin, and that it may make suitable regulations with that view, what *guarantee* we have that these regulations will be adhered to or, that a change of high officials at any time may not upset its intentions? What was the objection taken by the foreign community of Hongkong and elsewhere against admitting the Japanese coins as currency? They admitted their excellent quality for the purpose of circulation. But they apprehended, and with only too great justice, we fear, that the existing arrangements would not be lasting, and that the only guarantee for a trustworthy coin would not be continuous. This question is not now only one of currency. It affects the whole credit of Japan, and a false step may produce serious consequences to the Government and the country. Japan must not forget that the aspirations she cherishes to take her place among the civilised powers of the world, demands a scrupulous care in matters in which her credit is concerned, and that any relaxation of this case will do her infinite injury.

ON THE REVISION OF THE TREATIES.

(TRANSLATION.)

Tôkô Nichi-nichi Shimbun, No. 827, Oct. 17th, 1874.

Under what treaties and engagements do the Japanese people carry on intercourse and trade with foreigners? According to the Treaty, the Treaty at present in force may be revised after the 1st July, 1872 (6th year of Meiji), and the party which desires the revision shall give notice one year before. The Japanese Government in the

A TELEGRAPHIC COMPLICATION.

(Courier.)

Some time ago we had to congratulate the civilized world, and especially those members of it resident in China, or directly interested in the foreign trade of China, on the fact that not only had the Chinese Government as represented by the high authorites at Foochow, granted the Great Northern Telegraph Company permission to construct a line of Telegraph between Foochow and the Pagoda Anchorage, but there was every prospect that at an early date a similar line would place Foochow in instantaneous communication with Amoy and even with Formosa. Shortly afterwards it became known that the Telegraph Company referred to had been authorized to establish the line at least as far as Amoy. The Company by its representatives, for reasons that appeared to them good, have kept the terms and conditions of the contract or concession a profound secret, and the Chinese authorities have only followed their usual policy in showing equal reticence. What the public knew, and was content to remain satisfied with knowing for the time being, was that the Telegraph Company, on whatever terms they had got permission, set themselves to make the line to Amoy an accomplished fact with their customary telegraphic promptitude; and it seemed likely that the line would become one of the steps of progress forced upon China, by the apprehension of war with Japan. But we have lately come to know, not, indeed, with the guarantees of certainty that can only be secured through responsible official channels but through a channel that we believe to be perfectly well informed as to the facts, that a suspension of the works has occurred, in consequence of a political complication, which in one point of view looks ominous enough, but in other aspects and on the whole appears to us likely to help on the good cause which aims at making China, even in spite of herself, a blessing to her own people and a source of good to other nations also. The facts as they have been stated to us are briefly these:—

Within the past two or three years the Russian Government has through its representative at Peking once and again asked the Government of China for permission to construct a line of telegraphic communication between their frontier trading station of Kiachta and Pekin. The demand was in both cases refused; but apparently with the politic purpose of softening the refusal to their formidable requisitionist, the Tsung-li-yamen, through whom it was conveyed, volunteered a promise that if, at any future time, permission to construct a telegraphic line in any part of the Empire should be granted any foreign nation, then, as a matter of course, permission to Russia to build her line from Kiachta to the capital would follow. Russia without demur accepted the waiting rôle thus devolved upon her and which has so often stood in good stead. As may be supposed from the perfection of her widespread diplomatic machinery she was early informed of the negotiations of the Great Northern Telegraph Company with the high provincial authorities at Foochow, and watched the result with quiet intensity. And as soon as she knew that the line was fairly in course of construction,—holes dug, poles fixed, wires stretched—a polite memorandum was duly handed in to the Tsung-li-yamen, drawing attention to what was going on between Foochow and Amoy, and reminding them of their promise in regard to the Kiachta line as soon as such an event as reality should arise. The peaceful missive appears to have affected them as if a shell had burst amidst their conclave. From the specimens we see in the *Peking Gazette* of the very ordinary and trifling class of public works regarding which the high provincial authorities think it necessary to report to the Throne, we cannot imagine that the Viceroy of Min-cheh would assume the responsibility of granting so extraordinary a concession or permission as the construction of a telegraph line, without previous reference, or at least subsequent report, to the high Imperial Authorities. Indeed, we remember having been told at the time the contract was made about the Pagoda Anchorage line, that it was entered into only after an Imperial rescript on a memorial transmitted to the Throne by the Viceroy through Li-hung-chang, had sanctioned the measure. But either the pressure of the Formosa difficulty had banished the demand of Russia from the minds of the members of the Tsung-li-yamen, or they found it convenient, as they so often do, to act a part. They manifested the greatest surprise and consternation at the memorandum of Russia; professed entire ignorance of the alleged contract or concession of the Viceroy at Foochow; and urged that the act of provincial officer, unauthorised by them, could not, according to international law, involve them into a performance of their conditional promise to Russia. In short, they showed themselves perfect adepts in their old hole-and-corner game of "the Central Government not responsible for Provincial action." And to face out this policy the most severe and minatory despatches were sent forthwith to Foochow, ordering the immediate suspension of the works and calling the Viceroy to account for his action. The Viceroy was fain to send on to Peking to explain matters to the Tsotsai, one of the most progressive men in China, who had warmly urged the carrying out of the Telegraph Company's proposals. We are sorry to hear he is thought likely to be degraded. Then the Viceroy and those about him began to pick flaws in the document granting the permission to the Company; and to make proposals to buy out the rights of the Company. The Company has referred the whole matter to its Government—that of Denmark. Russia at once sent Denmark a diplomatic note urging her to hold to her rights, and promising to stand by her; while the other European Governments concerned have been communicated with, with a view to joint action. So, according to our information, the matter stands at present.

A Legacy of £10,000 has been left to Dundee Infirmary, to be employed in the improvement of the nursery department.

The Ruler of Kashgar, Yakoob Khan, has placed the Sultan's name on his coinage, and has declared himself his vassal.

The eldest son of the Crown Prince of Germany has been confirmed in the presence of the Emperor and his family, the Prince of Wales, several foreign Princes, the Ministers of State, and a brilliant gathering.

A LIVING SKELETON.—The Liverpool papers announce the death of an extraordinary being in the Prescot Workhouse. He had been exhibited in a caravan in various parts of the country. With a determination worthy of a better object, he had voluntarily passed through a process which had rendered him nothing but skin and bone. He was exhibited at country fairs at a penny per head.

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1y 742 Hongkong, 13th May, 1874.

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tf 1089 Hongkong, 9th July, 1872.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.
THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at Current Rates.
HOLLIDAY, WISE & Co.
tf 1958 Hongkong, 15th October, 1868.

LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE.
137, LEADENHALL STREET, LONDON
ESTABLISHED 1843.
THE Undersigned is authorised to accept risks on behalf of this Office, by First Class Steamers and Sailing Ships.
A. McIVER, *Agent.*
tf Hongkong, 1st July, 1867.

THE LONDON ASSURANCE.
INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST. A.D. 1720.
THE undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—
MARINE DEPARTMENT.
Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.
FIRE DEPARTMENT.
Policies issued for long or short periods at current rates.
A discount of 20 °/₀ allowed.
LIFE DEPARTMENT.
Policies issued for sums not exceeding £5,000, on reasonable terms.
HOLLIDAY, WISE & Co.
tf 1363 Hongkong, 26th July, 1872.

Vessels on the Berth.

OCEAN STEAMSHIP COMPANY.
FOR SHANGHAI,
Taking Cargo and Passengers at through rates for HANKOW, NINGPO, *and* PORTS *in* JAPAN.
THE Company's Steamship
"GLAUCUS"
will be despatched on or about the 12th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
1838 Hongkong, 4th November, 1874.

FOR SINGAPORE, PENANG, AND CALCUTTA.
THE British Steamship
"HINDOSTAN,"
Captain J. A. Miller, will leave this for the above Ports on SATURDAY, the 14th inst., at 3 P.M.
Despatches will close at 2.30 P.M.
For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.
53 1854 Hongkong, 10th November, 1874.

FOR SHANGHAI.
THE British Steamship
"PARIS,"
Captain Barclay, will have immediate despatch for the above Port.
For Freight, apply to
GILMAN & Co.,
Agents.
tf 1860 Hongkong, 11th November, 1874.

FOR SHANGHAI.
THE German Steamer
"SYLVIA,"
Johannsen, Master, shortly expected from Singapore, will quick despatch as above.
For Freight or Passage, apply to
WM. PUSTAU & Co.,
Agents.
tf 1855 Hongkong, 10th November, 1874.

FOR NEW YORK.
THE A 1 German Bark
"HANS,"
Captain Le Moult, will load here and at Whampoa, and will have quick despatch for the above Port.
For Freight, apply to
VOGEL, HAGEDORN & Co.
tf 1834 Hongkong, 4th November, 1874.

FOR CALLAO *(Direct.)*
THE Peruvian Clipper Ship
"CALLAO,"
Captain Vidaurrazaga, will be despatched as above, on or about the 23rd December, and would take some light Cargo at a Cheap Freight. Apply to
CARLOWITZ & Co.
tf 1833 Hongkong, 4th November, 1874.

FOR SAN FRANCISCO.
THE A 1 American Clipper Ship
"FREDERICK TUDOR,"
Bearse, Master, will have early despatch as above.
For Freight, apply to
RUSSELL & Co.
tf 1799 Hongkong, 30th October, 1874.

FOR BREMEN *(Direct.)*
THE British Barque
"JOHN C. MUNRO,"
Crane, Master, will load here and at Whampoa, and will have immediate despatch for the above Port.
For Freight, apply to
MELCHERS & Co.,
OR
WESTERN & HULSE,
Canton.
tf 1778 Hongkong, 28th October, 1874.

FOR CALLAO, *Direct,*
(To *follow the* "*Inveraray.*")
THE A 1 French Ship
"RADAMA,"
Captain Boucher, will be despatched as above on or about the 30th November.
For Freight or Passage, apply to
CARLOWITZ & Co.
tf 1795 Hongkong, 29th October, 1874.

FOR MELBOURNE AND SYDNEY.
THE A 1 British Barque
"ELLEN,"
Kindred, Master, having the greater Portion of her Cargo engaged, will have immediate despatch as above.
For Freight or Passage, apply to
RUSSELL & Co.
tf 1764 Hongkong, 26th October, 1874.

FOR BREMEN OR HAMBURG.
THE British Ship
"CARANJAH,"
George Cawse, Master, will load here and at Whampoa, and will have quick despatch for the above Ports.
For Freight, apply to
WM. PUSTAU & Co.
tf 1733 Hongkong, 21st October, 1874.

FOR NEW YORK.
(To follow the "Hopewell.")
THE A 1 British Ship
"BEEMAH,"
Captain Blackstone, will load here and at Whampoa as above.
For Freight, apply to
AUGUSTINE HEARD & Co.
tf 1715 Hongkong, 19th October, 1874.

FOR LONDON.
THE A 1 British Barque
"MATHILDA ATHELING,"
Whereat, Master, will load here, at Whampoa, and at Macao, and will have quick despatch for the above Port.
For Freight, apply to
A. MACG. HEATON,
OR
THOMAS & MERCER,
Canton.
tf 1706 Hongkong, 16th October, 1874.

FOR LONDON.
THE A 1 British Ship
"ALBUERA,"
W. H. Thomas, Master, will load here and at Whampoa, and will have immediate despatch for the above Port.
For Freight, apply to
VOGEL, HAGEDORN & Co.
1602 Hongkong, 2nd October, 1874.

FOR SAN FRANCISCO.
THE A 1 British Ship
"MORNING LIGHT,
2,377 Tons, Captain Chaston, will load here for the above Port, and will have early despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
tf 1585 Hongkong, 30th September, 1874.

FOR NEW YORK.
THE A 1 British Ship
"SIR HARRY PARKES"
will load at this and Whampoa for the above Port, and have quick despatch.
For Freight, apply to
OLYPHANT & Co.
tf 1436 Hongkong, 12th September, 1874.

FOR NEW YORK.
THE A 1 American Clipper Ship
"NORTH-AMERICAN,"
Captain G. W. Tucker, will load here and at Whampoa, and have early despatch as above.
For Freight, apply to
RUSSELL & Co.
tf 1708 Hongkong, 17th October, 1874.

FOR LONDON.
THE British Barque
"FALCON,"
Shiell, Master, will load here, at Whampoa, and at Macao, and will have immediate despatch for the above Port.
For Freight, apply to
A. MACG. HEATON,
OR
THOMAS & MERCER,
Canton.
tf 1423 Hongkong, 9th September, 1874.

FOR MANILA AND ILOILO.
THE A 1 Spanish Bark
"PEPITA,"
Aldecoa, Master, will have immediate despatch for the above Ports.
For Freight or Passage, apply to
REMEDIOS & Co.
tf 1738 Hongkong, 22nd October, 1874.

Vessels on the Berth.

FOR LONDON.
THE A 1 British Bark
"ARDENT,"
Robert Clasper, Master, will load here and at Whampoa, and will have immediate despatch for the above Port.
For Freight, apply to
VOGEL, HAGEDORN & Co.
tf 1419 Hongkong, 9th September, 1874.

STEAM FOR
SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, ANCONA, VENICE, MEDITERRANEAN PORTS, SOUTHAMPTON, AND LONDON;
ALSO,
BOMBAY, MADRAS, AND CALCUTTA.
THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "*BARODA*," Captain W. W. FENTIMAN, with Her Majesty's Mails, Passengers, Specie, and Cargo, will leave this for the above places on THURSDAY, the 12th November, at Noon.
Cargo will be received on board until Noon. Specie and Parcels at the office until 2 P.M. on the 11th idem.
For Particulars regarding Freight and Passage, apply at the P. & O. S. N. Co.'s Office, Hongkong. CONTENTS AND VALUE OF PACKAGES ARE REQUIRED.
A Written Declaration of the Contents and Value of the Packages for the Overland Route is required by the Egyptian Government, and must be delivered by the Shippers to the Company's Agents, with the Bills of Lading or with Parcels; and the Company do not hold themselves responsible for any Detention or Prejudice which may happen from the incorrectness in such declaration.
The Company reserve the option of forwarding all goods shipped by their Steamers for Europe through Egypt, either by rail, or by Canal in their own Steamers, or in vessels employed for the purpose.
Shippers of cargo for Bombay are requested to take note, that the Steamers leaving Hongkong in correspondence with the Australian Steamers from Galle to Bombay, *may* call at Colombo.
Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.
A. McIVER, *Superintendent.*
Peninsular and Oriental Steam Navigation Co.'s Office, Hongkong, 30th October, 1874.

NOTICE.
COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANÇAIS.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMAILA, PORT SAID, NAPLES, AND MARSEILLES;
ALSO,
PONDICHERY, MADRAS, CALCUTTA, AND BOMBAY.
ON THURSDAY, the 19th November, 1874, at noon, the Company's Steamship "*HOOGLY*," Commandant VARANGOT, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till noon. Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 18th November, 1874. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.
For further particulars, apply at the Company's Office.
C. BERTRAND,
Principal Agent.
Hongkong, 7th November, 1874.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.
THROUGH TO NEW YORK, VIA PANAMA, TOUCHING AT YOKOHAMA AND SAN FRANCISCO.
THE Chartered S. S. "*VASCO DE GAMA*" will leave Hongkong for San Francisco, *viâ* Yokohama, on WEDNESDAY, the 25th November, at 3 P.M., taking Passengers, Mails, and Freight, for Japan, the United States, and Europe.
Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe, VIA PANAMA.
A Steamer of the Company will leave Shanghai, viâ the Inland Sea Ports, about the same date, and make close connection at Yokohama.
At New York and Aspinwall, Passengers have selection of various lines of Steamers to England, France, and Germany.
Freight will be received on board until 4 P.M. on the 24th instant. Parcel Packages will be received at the Office until 5 P.M. of the same day. All Parcel Packages should be marked to address in full; value of same is required.
For further information as to Passage and Freight, apply to the Agency of the Company, Praya West.
G. B. EMORY,
Acting Agent.
Hongkong, November 11th, 1874.

FOR SALE.
THE New Iron Screw Steamer
"OCEAN,"
built on the Clyde, classed 90 *A* 1, of 2,000 Tons Carrying Capacity; 160 Horse-power; with Compound Engines, consuming 15 Tons of Coal daily.
THE BORNEO COMPANY, LIMITED.
1807 Hongkong, 31st October, 1874.

FOR SALE.
THE Spanish Screw Steamer
"FORMOSA,"
458 tons Register, 7,500 piculs Carrying Capacity.
For Particulars, apply to
VOGEL, HAGEDORN & Co.
tf 1416 Hongkong, 9th September, 1874.

F. KRUPP'S CAST STEEL WORKS, ESSEN (GERMANY.)
SOLE AGENT FOR CHINA AND JAPAN,
F. PEIL,
tf 1671 *Hongkong, Shanghai, Cologne (Germany.)*

SUN WOO,
MANUFACTURER OF
ALL DESCRIPTIONS OF MATTING,
WORKS—QUEEN'S ROAD, WEST POINT,
(Near the Sailors' Home.)
OFFICE—*Yew Kee, No. 30, Wing Lock Street.*
HONGKONG.
1423 Hongkong, 10th September, 1874.

NOW ON SALE.
BOUND VOLUMES of the TRADE REPORT for the year 1873. Price $10.
Apply at the *Daily Press* Office.
Hongkong, 1874.

[illegible]
WING-KEE COAL SHOP.
THE Proprietor of WING-KEE Shop begs to inform the public that his Shop has been established since 1855, at Endicott's Lane, and that he has always a great quantity of BEST COAL in store for Sale. Gentlemen or Shipmasters wishing to patronise him, are requested to apply at his Shop.
1y 1503 Hongkong, 23rd September, 1874.

NOTICE.
IN Order to meet the wishes of the Native Community, the Chinese Issue of this Paper has been, from the commencement of the China New Year, issued DAILY instead of on alternate days as before.
The Paper has been Established for nearly Twenty Years, and is, as to Editorial Management, under the Direction of a Well Educated Chinese Gentleman; gives reliable commercial and general information, and has the same position with the Native Community as to Advertisements and News as the English *Daily Press* with the Foreign Community. The Charge for Advertisements will be as heretofore.
Hongkong, 23rd February, 1874.

Post-Office Notifications.

A mail will close
For Saigon.—Per *Celestial*, to-day, the 12th instant, at 3.30 A.M.
For Swatow and Shanghai.—Per *Yangtsze*, to-day, the 12th instant, at 3.30 P.M.
For Yokohama.—Per *Regalia*, to-day, the 12th instant, at 2.30 P.M.
For Manila.—Per *Hoi-loong*, to-morrow, the 13th instant, at 2.30 A.M.
For Singapore, Penang, and Calcutta.—Per Indian Packet *Hindostan*, on Saturday, the 14th instant, at 2.30 P.M.
For Swatow, Amoy, and Foochow.—Per *Kwang-tung*, on Saturday, the 14th instant, at 5 P.M.

MAILS BY THE "*ENGLISH PACKET.*"
The English Contract Packet "*BARODA*" will be dispatched with the usual Mails for Europe, &c., on THURSDAY, the 12th November, at Noon.
Money Orders on any of the Money Order Offices in the United Kingdom will be granted until 5 P.M. on the 11th November.
The Post-Office will be open until 6 P.M. on the 11th November.
Letters, &c., may be posted during the night in the box left open for their reception.
Letters for registration will be received until 10 A.M. on the 12th November.
Letters may be posted until 10 A.M. on the 12th November, without late fee.
Letters posted after 10 A.M. on the 12th November, will not be forwarded unless the *Late Fee* of 18 cents each as well as the postage is prepaid.
The latest time for posting Letters at this Office is 11 A.M., and for Newspapers, Books, or Patterns 10 A.M. on the 12th November.
Late letters (but Letters only) addressed to the United Kingdom *viâ Brindisi*, or to